

THE GATE CITY
 PUBLISHED BY
THE GATE CITY COMPANY
 C. F. SkirvinManager

DAILY BY MAIL
 One year\$2.00
 Six months\$1.25
 Three months\$0.75
 By carrier, 10c per week

Entered in Keokuk postoffice as second class matter.

Postage prepaid; terms in advance.
 All subscription orders should give the P. O. address and state whether it is a new or renewal order. If change of address is desired, state both the old and new address.
 Remit by postal note, money order, express money order, registered letter or draft.
 The date printed on the address of each paper notice when the subscription expires. Subscribers failing to receive their papers promptly will confer a favor by giving notice of the fact.
 Address all communications to
THE GATE CITY COMPANY,
 No. 18 North Sixth St., Keokuk, Iowa.
 THE GATE CITY is on sale at the following news stands:
 Hotel Keokuk, Cor. Third and Johnson.
 C. H. Rollins & Co., 625 Main Street.
 Ward's Sign Store, 225 Main Street.
 Depot News Stand, Union Depot.
 E. W. S. Co., Cor. Fourth and Main.

Keokuk, IowaJanuary 4, 1916

THE PATH.
 A cold, gray wall, a weary pathway's end,
 All lichen-lined and worn by foot unfit;
 A lowering twilight, where the dark clouds bend;
 A dull, blurred page, by wavering fingers writ.

But look beyond to where the green fountains wave
 On mystic islands, rose-hued in the dawn,
 Whose pearly shores the silvery wave-lets lave;
 To sunlit spaces—there the path leads on!

Joyless the echoes through the deep moraine;
 Low-bowed the throngs, by mocking phantoms led;
 Plain-wrought the races, gazing o'er the plain,
 Where dread forms hover, where their feet must tread.

But raise your eyes; the tinted clouds float by
 And white wings flutter in the sunbursts' glow;
 Soft falls a wondrous psalm from the sky,
 And voices whisper "Onward, ye shall know!"

Hidous shapes sit by the Pool of Hate;
 Wide fly the vultures foul of greed and lust;
 Malignant gods direct the Hand of Fate,
 And jeering voices cry, "Dust and only dust."

Look upward still; the constellations wheel
 Benignly guided—far above
 Sweet voices rise, celestial organs peal.
 The path leads up to the fountain-head of Love.

—E. W. S. in Los Angeles Times.

THOUGHT FOR TODAY.
 Childhood has no sorrows; but then it is soothed by no memories of out-lived sorrow.—George Eliot.

The tensile strength of a paper fly wheel is far greater than one made of iron.

A humming bird when stripped of its feathers, is no larger than a bumble-bee.

A 10 percent increase in the wages of Pullman porters lifts the vocation to the salary class and makes more complex the problem of what to do with all the money.

There is an extraordinary echo in the cathedral at Pisa. If you sing two notes there is no reverberation, but if you sing three they are taken up, swelled and prolonged into a beautiful harmony.

Women are to be employed in the munitions factories of Austria for the purpose of releasing the men, that they may go to the war. Even mothers having children in charge will be asked to spend half a day in the factories.

Minnesota admires rescue William Sulzer from obscurity and put him forward as primary aspirant for the prohibition nomination for president. About the same time the dregs of New York turned him down as a candidate for governor. Both states are well within the snow belt for political toboggans.

Dimensions and descriptions of the perfect woman as approved by a New York sculptor: Height, 5 feet 7 inches; weight, 147 pounds; color of hair, chestnut brown; color of eyes, hazel; waist measure, 24 1/2 inches; bust, 36 inches; hips, 42 inches; thigh, 22 inches; knee, 17 inches; calf, 15 inches; ankle, 8 inches; wrist, 6 1/2 inches; size of glove, 6 1/2; size of shoe, 3 1/2.

On this page appears an article relative to the Moon bill or railway mail pay rider which gives a very interesting summary of what the measure provides. It is a severe bill and places too much power in the hands of those whose familiarity with railroad operation is limited and consequently incompetent. Rather a measure to place the issue in the hands of the Interstate commerce commission which studies these questions would be preferable.

FRUIT KEEPING QUALITIES.
 To test the long keeping qualities of Iowa grown apples, J. M. Bechtel of Hamburg, Iowa, packed and stored some fruit in November, 1914, for exhibition at the Panama exposition. These apples were exhibited on Dec. 7-9, more than a year later, at the State Horticultural society meeting in Des Moines alongside of 1915 grown fruit and were evidently in as good condition as that grown this season. This may furnish some valuable

data on the question of whether fruit grown in certain apple growing districts has a longer keeping quality than the fruit grown in older settled regions of the United States.

The Bechtel fruit was repacked and will be placed in cold storage at the Iowa experimental station plant at Ames and records made of its keeping quality, compared with the present season's crop.

Mr. Bechtel was for many years connected with the passenger and freight department of the C. B. & Q. railroad at Burlington, Ia., and is quite well known in the first district.

AN IOWA DAY.
 The state superintendent of public instruction is agitating an Iowa day, primarily for the schools of the state. It may be well to confine that day to the schools. For what shall it profit us to add to holidays that are given scant attention, another holiday that would probably receive similar treatment. The state superintendent should, however, receive all possible assistance in the project of devising one school day in the year especially to the grand state. Much might be said for this plan. It is difficult, on the other hand, to conceive any valid objection to the same, says the Burlington Hawk-Eye.

Perhaps the superintendent knows better than most of the people of the state, that there is real need of such a day. He probably realizes that our school histories, like our school geographies gives scant attention to our own state. The histories have so much about the colonies and their more or less worthy governors, that some of the youngsters never seem to get beyond the revolutionary period and then if they do get through the book, what does it contain regarding their own state. It might be possible to have a separate chapter devoted to Iowa, or perhaps a separate booklet. And perhaps it might be just as well to begin the study of history with that of our own state.

In some of the school geographies, there is a chapter devoted to Iowa. But it is at the end of the book, and therefore is never reached by some of the students. It may not be practical to begin with Iowa history instead of dovetailing it in where it rightfully belongs, but surely there is no good reason why geography should not begin in the home town and spread over the state and neighboring states. Perhaps it might be possible to combine history and geography of Iowa, and what an interesting study that could be made for every youngster in the school and for many thousands who have left their school days behind them. A work of that kind, to be introduced in the schools, would be one of the results of a regular and statewide observance of Iowa day. It is quite likely that the superintendent has something of the kind in view, as he is collecting all manner of information, bearing upon the development of the state. It could give a history of the people of Iowa, rather than a mere recital of names and dates and events of greater or less importance. It would contain much that would be familiar to the little folk as well as the children of a larger growth and that therefore would be doubly welcome.

The plan is altogether wise and good and commendable, and there ought to be a hearty endorsement of it in every town and township of the state, and Iowa day should become an event in the schools that would mean much not only for the little folk, but for all those whose school days lie far in the past.

CITIZEN SOLDIERS.
 The Army League of the United States has decided that universal military training of men from 18 to 21 years old is the only true solution of the question as to the method of raising a force of citizen soldiers other than the organized militia. The executive council has passed a resolution embodying this policy, and recommending a general plan which avoids the demand for a large standing army and disposes of the bugaboo of militarism in a moderate and reasonable increase of the regular army. The plan is generally conservative and in line with the various recommendations both of the secretary of war and the general staff. The method of obtaining the necessary men for the citizen army constitutes the principal difference and this question is believed to be fundamental.

A careful study of expert opinion would appear to require, for the defense of our overseas possessions, a regular army of at least 80,000 men. Such a force when divided between the Panama canal zone, Alaska, the Philippines, Hawaiian Islands, Porto Rico and other navy bases, could hardly be considered excessive even by the extreme "little army men."

The regular army at home would consist of the coast artillery of one relief, and the mobile force (i. e. cavalry, artillery, infantry and special troops) organized to train the citizen soldiers and for that purpose, distributed in a number of division districts. Every branch of the mobile army constituting a division would be included in each of these units. About 700 regulars would be included in each district. A complete division would be built up in three years by enlisting each year about 7,000 young men 18 years old in each district. Twenty-five divisional districts would then supply a force of 175,000.

For the last three years of the six year enlistment these troops would pass into the reserve, subject to call by the president and then be given full discharge. Thus there would be always 500,000 of the reserve. This would mean the training and cost of 167,000 men each year with the colors and in schools. These men should receive army pay for that number of the first year, two weeks the second and three years or thirteen months in all. The cost of the reserve for a year for three years or six months a year; therefore the cost of the proposed scheme will be a little more than double that of the secretary.

It is hoped that a sufficient number would volunteer for active service; but failing that the quota required would be filled from the enrolled list in each district. The organized militia would not be

AN UNFAIR BASIS OF PAY.
 The Moon bill would introduce other confiscatory principles by setting up the so-called "space plan" of pay, under which the facilities of the railroads would be virtually commandeered. The railroads would be compelled, by this plan, to accept flat mileage rates for mail cars and apartments, regardless of the load carried. The highest rates permitted by the bill—which the postmaster general could further reduce at his discretion—would be inadequate even for the transportation of very light loads. Yet the postoffice department would claim the right to load the cars space to its full capacity, thereby making possible to obtain the transportation at a very large additional mail tonnage without payment for the additional service rendered.

A Significant Feature.
 This feature of the Moon bill is of great importance and significance in view of the entrance of the postoffice department into the field of commercial transportation. In competition with freight and express services, through the medium of the heavy-weight parcel post.

From the viewpoint of the public, also, the "space plan" of pay would appear undesirable as tending to result in deterioration of the railway mail service. If the system were to be administered with the object of economy, the tendency would be to hold back the mails until they could be concentrated into heavy loads, thus

interfered with in any way. On the contrary, it is proposed to exempt men in that service, young men would practically have a choice of service in that body or the proposed continental army.

The legislation required is entirely within the constitutional power of congress, since it avoids many questions of the provisions which lay some of the other plans open to criticism. Financially, likewise, this plan avoids excessive outlay. The cost would not equal the general staff plan, but would be somewhat in excess of that proposed by the secretary of war.

The executive council has sought the best military advice obtainable and formulated this plan after careful study and counsel from prominent civilians well versed in the relations of employer and employee, who appreciate the impossibility of securing voluntary service for two months each year for three years.

A Word for the Judge.
 Orange City Herald: It is no secret that Judge William Hutchinson of Alton would like to go to congress. We hope he will be candidate, and make formal announcement. Judge

AN ANALYSIS OF THE MOON BILL

Why it Does Not Offer a Just or Practicable Basis of Payment to the Railroads for Carrying the Mails.

[Issued October 28, 1915, by the Committee on Railway Mail Pay, 75 Church street, New York City. Ralph Peters, president of the Long Island Railroad company, chairman; W. F. Allen, secretary.]

The measure commonly known as the "Moon bill" is designed to change the method of paying for mail transportation on railroads, was made a rider on the postoffice appropriation bill in the last congress, but failed to pass. The postmaster general has announced that it will be reintroduced in the new congress.

The railroad managers of the country, earnestly believing the Moon bill to be an unjust and improper measure, wish to lay before congress and the public their reasons for this conviction. Three leading reasons are:

1. The Moon bill is substantially a delegation to the postmaster general of legislative control over railway mail pay.

2. It would vest the postmaster general with arbitrary personal powers beyond the proper scope of his office.

3. It would tend to make railway mail pay a political instrument by making the rates and conditions of service on all railroads discretionary with successive postal administrations thus permitting wide discrimination between different companies and sections of the country.

How the Moon Bill Would Affect the Railroads.
 The Moon bill would confer upon the postmaster general, who is of necessity interested in the reduction of the postal deficit, very broad authority to determine what pay the railroads shall be allowed for carrying the mails, and for all other services required by his department.

Coupled with this grant of the rate-making power would be a penal provision of great severity under which any railroad would be fined \$5,000 per day for refusing to perform any service the postmaster general might elect to pay. The bill contains no provision by which an appeal might be taken from any specific order or decision so made.

The Moon bill would forbid the postmaster general to pay the railroads more than certain designated rates for the various services. These rates would be inadequate, even if allowed in full, because they would limit the earnings from mail transportation to a smaller return than is derived from the carriage of passengers, which the Interstate commerce commission has decided to be an unremunerative service.

Delegations of Basic Authority.
 The Moon bill contains no less than ten specific authorizations to the postmaster general to vary, at will, the rates named in the measure as applicable to the various railroad services.

It contains four specific authorizations under which he would be at liberty to devise and put into effect systems of mail transportation, and plans of compensation for the service, totally different from the system and plan which the major portion of the bill purports to enact into law.

Should the authority conferred upon the postmaster general by these supplementary grants of power be fully exercised, only the first class mail, which is less than 10 per cent of the whole, would be transported in accordance with the plan set forth in detail by the Moon bill. All other mail, including the parcel post, would be carried under plans of transportation, and of payment for the same, initiated and put into effect by the postmaster general, independently of the will of congress.

A Departmental Measure.
 In connection with these vast grants of arbitrary power which the Moon bill would confer upon the head of the postoffice department, it is of great importance that the measure originate in, and is the proposal of, the department.

This was revealed by the chairman of the house of representatives postoffice committee, who acted as the sponsor of the bill in congress. In his speech of August 6, 1914, when asking for support of the bill, Chairman Moon said:

"This particular section (the railway mail pay measure) is the suggestion of the postoffice department. It is peculiarly their section to this bill." (Cong. Rec., August 6, 1914, p. 14561.)

No Protection for the Railroads.
 Nowhere does the Moon bill specify that the rates allowed the railroads by the postmaster general shall be compensatory, or fair, or just, or even reasonable.

Under the terms of such a measure, it would obviously be impossible for the management of any railroad to estimate, even roughly, what revenue it might count upon receiving from the service of transporting the mails.

The bill contains no provision that equal rates shall be paid the railroads for equal services. In view of the tremendous powers which it would confer upon the postmaster general, in determining the rates and conditions of service, and of the absence of all provision for appeal from any specific exercise of such powers, the possibilities of discrimination, for political or other reasons, are obvious.

It would be possible to pay different railroad rates for similar services, or to make the conditions of service imposed upon various companies very unequal. Discrimination might easily be upon sectional lines.

What the railroads should be paid for carrying the mails is purely a business question and ought to be kept out of politics. The Moon bill would be a most effective means of putting it into politics.

Hutchinson is no stranger to the people of the Eleventh district. In fact, he is well known and has a very large acquaintance throughout the entire district. He is a man of recognized ability, amply qualified, and blessed with a lot of good, common, good sense. He is strong with the people, and if nominated will be elected. We know of no man who would give the district better service.

Let the Good Work Go On!
 Marshalltown Times-Republican: Now are we going to sit smugly back in the belief that our duty toward our unfortunate neighbors has been fully discharged, or can we realize that one can get just as cold in January and as hungry in February as during the Christmas time?

Speaking of Slogans.
 Cedar Falls Record: Cedar Falls may not have the cleverest municipal slogan, but it has lived up to it since it was adopted. "Cedar Falls Makes Good" has been demonstrated in new factories, miles and miles of paving, hundreds of new homes, 30 per cent increase in population and in many other ways.

STATE AUTO FEES MILLION AND HALF

Increase in Receipts in Last Year Was Nearly \$500,000 According to Reports From Department.

BIG INCREASE IS COMING

Registration Bureau Figures Number of Cars in Next Year Will be 175,000—Delay in Numbers.

The total fees collected by the state automobile department for 1915 amounted to \$1,517,743, according to a report issued last night. This is nearly a half million increase over 1914.

The receipts for the calendar year of 1914 of this department were \$1,040,135. The exact increase was \$477,608.

The report for 1914 does not include the fees for cars registered for that year, which were received by the department in December, 1915. However, it includes fees for cars registered for 1915, which were received in December of 1914. Likewise the financial statement of the department for 1915 does not include fees from cars registered for December, 1914. On the other hand it includes fees received in December for cars registered for 1915.

The year for the distribution of the auto fees does not coincide with the calendar year. Fees will be distributed among the ninety-nine counties of the state for the six months period on March 1. The second distribution will be made Sept. 1. The increase in fees means many more miles of road improvement possible in the various counties by the judicious use of the funds.

There were 145,100 automobiles registered in 1915. The estimate of number of machines which will be registered in 1916 is 175,000. There were 7,070 motorcycles registered during the last year. The number estimated for 1916 is 8,500.

The department up to last night had registered 38,171 autos for 1916. Unfortunately the manufacturer having the contract for 1916 plates, has failed to make deliveries on time and some of the car owners will be delayed several days in getting new number plates.

REVERE, MO.
 Mrs. Clemons of Ft. Madison, spent New Year's day at the home of Mr. and Mrs. A. Rickey.

Mrs. Cleo Covert and brother, John Gilbert, returned to Canton Sunday after spending their vacation with relatives and friends.

George Legg and family spent last Friday in the country with friends.

Dick Kay of Oklahoma, and Olive Kantz of Revere, were married in Keokuk New Year's day.

Mrs. Blakely and children of Dallas City, have been spending the holidays at the home of her brother-in-law, Francis Blakely.

Mr. and Mrs. Mora Edelen were visiting at the Price home Sunday afternoon.

CHARLESTON.
 Webster Downey, Franz Kempkas, James Barnes and John Hopp were Keokuk callers Tuesday.

Charles Barnes, who has been visiting his parents, returned to St. Louis Tuesday.

C. O. Starr, collector for The Gate City, passed through town Monday.

The social given at the Baptist church Tuesday evening was fairly well attended.

Mrs. Luria Findels and daughter of St. Louis, are visiting relatives here.

Mrs. Bortha McCammon and children of Cedar Rapids, are visiting her parents, Mr. and Mrs. Allen Bassett.

Arle Barnes and sister, Emma, were Donnellson callers Wednesday.

M. T. Kerns spent Tuesday evening with relatives in Donnellson.

Jak, Renz, Jr. left for Racine, Wis. Wednesday evening.

Earl and Carl Trumpp, who have been in Kansas, have returned home.

John Pickard and wife of Keokuk are visiting relatives here.

Maurice Wahrer and wife entertained

The Happy Family

Next Christmas will be the one in which every member has received a check from

Keokuk National Bank Christmas Savings Club

Imagine how much merrier Christmas will be when everybody has money to make others MERRY

It's nice when all have money of their own—there's no asking—no coaxing—no disappointments—no "broken hearts."

Let every Family be the Happy Family Next CHRISTMAS

Let everyone—the baby included—enroll right away

It's the sure way to have the money when you need it

Keokuk National Bank

REMEMBER

There is no embarrassment to you in a small beginning. The person who is saving pennies today, may be saving dollars a year from now. Join our DEPOSITORS' WEEKLY SAVINGS CLUB and you will be convinced, we have given you the best method you have ever tried for getting money.

NOW is the time. Use some of the money you received for Christmas for this purpose.

State Central Savings Bank
 Corner Sixth and Main Streets
 Capital \$200,000.00 Surplus \$200,000.00

Interest is Now Due

All money deposited before Jan. 12 will draw interest from Jan. 1st.

Keokuk Savings Bank

BUCK-REINER CO.
 Wholesale Grocers & Coffee Roasters

Distributors for the Hart Brand of Canned Fruits and Vegetables.

Try a sack of Wright's. Buckwheat Flour, grown in Wisconsin. All grocers sell it. Buck-Reiner Co., Wholesale Distributors.

PUT CREAM IN NOSE AND STOP CATARRH
 Tells How To Open Clogged Nostrils and End Head-Colds.

You feel fine in a few moments. Your cold in head or catarrh will be gone. Your clogged nostrils will open. The air passages of your head will clear and you can breathe freely. No more dullness, headache, no hawking, snuffing, mucous discharges or dryness; no struggling for breath at night.

Tell your druggist you want a small bottle of Ely's Cream Balm. Apply a little of this fragrant, antiseptic cream in your nostrils, let it penetrate through every air passage of the head; soothe and heal the swollen, inflamed mucous membrane, and relief comes instantly.

It is just what every cold and catarrh sufferer needs. Don't stay stuffed-up and miserable.

What is "Adequateness?" St. Louis Globe-Democrat: The country wants a navy that will command the respect of the world, that will be an efficient fighting force, complete and thoroughly organized in every detail, but its definite adequateness will not be an over-

"TIZ" FOR TIRED AND SORE FEET

Use "Tiz" for puffed-up, burning, aching, calloused feet and corns.

Why go limping around with aching, puffed-up feet—feet so tired, chafed, sore and swollen you can hardly get your shoes on or off? Why don't you get a 25-cent box of "Tiz" from the drug store now and gladden your tortured feet?

"Tiz" makes your feet glow with comfort; takes down swellings and draws the soreness and misery right out of feet that chafe, smart and burn. "Tiz" instantly stops pain in corns, callouses and bunions. "Tiz" is glorious for tired, aching, sore feet. No more shoe tightness—no more foot torture.