

# The Carthage

GATE CITY  
CARTHAGE, ILL., SEPT. 13.

A big good roads meeting was held in the assembly room of the court house at 1:30 p. m. Monday, there being about 100 gentlemen representing the various towns in this vicinity. A. E. Nissen, of Cedar Rapids, Iowa, secretary of the Burlington Way association, was present and being so full of enthusiasm for the project, all his hearers were impressed with the plans. He said the Burlington Way road association is now a real organization that means business, having been organized on a business basis at the meeting in Jacksonville, held in August, where arrangements were made to incorporate the organization, and rules and regulations were adopted that people are well satisfied with. H. C. Wilhite, of Greenfield, Ill., who is the inspection and promotion officer for the association, is the founder of good roads.

Every postmaster along the proposed route had been notified of the poster meeting, and a great many were present. Each town pays \$5 to the organization, which is used for incidental expenses. Carthage being anxious to get on the trail, the association made up their minds it was a good place to center. This trail is recognized by the American Auto association, on the maps.

Mr. Nissen has organized more trails than any man in the world; he has been for the past nine years in the auto map business.

The Burlington Way has a legal contract that is to be signed by any town embracing the privilege. The slogan is, "The Best Marked Trail in the World." Signs are placed one mile from the postoffice in each town, across the center of the large sign in white letters on orange background, are the words "Burlington Way," then stating the distance to the next town. The two signs and poles for placing the same cost about \$7.50 for each town. Each telephone pole along one side of the road must be marked with the Burlington Way colors. The cost for this work varies. There is a charge of \$50 for the whole division, which is paid only once. Each division collects and spends its own money. The contract holds good perpetually.

The speaker urged each town to get a president who is up on his toes and is in for life, and believes in keeping roads in shape; that is the kind of president wanted. Do not choose a man because he is up in politics and a good fellow in the community, but get one who is interested in the work. All supervisors shall have general supervision of the road in his division. The farmers don't talk much, but get busy with the shovels; the town men use the hammers.

Robert Burns, the world's record walker, who is traversing this way, was in Iowa City Monday. His slogan is "Bury your hammers and borrow shovels."

Mr. C. P. Dandant, of Hamilton, was elected as temporary chairman of the meeting, and W. J. Carlin, of Bowen, and H. A. Hoffman, of Industry, were nominated for temporary secretary, but Mr. Carlin, in order to expedite matters, resigned, when Mr. Hoffman was unanimously elected by acclamation.

It was moved that every town represented in Illinois or Iowa, except towns beyond industry on the trail, should have one vote, which motion was carried. It was the plan, as nearly as practicable, to lay out the route along state aid roads. The following gentlemen were to vote for his respective town: Dr. F. A. Rowe, of Burlington; W. H. Bicker, of Nauvoo; C. E. Barnum, of Hamilton; Leon Chevillon, of Carthage; W. S. Dennis, of Augusta; J. B. Arnow, of Augusta; O. C. Gantz, of Industry; T. S. Carlin, of Golden. There were about thirty gentlemen from Bowen, and five from Nauvoo.

Mr. Rowe, secretary of the Burlington Auto club, which is doing everything that will boost good roads, made a speech, stating that Nissen had done more than any man in this country on the good road condition; Burlington is ready to cooperate. Good roads are the thing we need, and the best way to accomplish that end is by organization; get busy with your supervisors and you can get an auto club.

It was unanimously voted that the old parent trail towns be given thirty days to make arrangements to satisfy the executive committee, in order to remain a part of the Burlington Way system.

Mr. Fred Salm, of Nauvoo, was elected as secretary, Mr. Hoffman being retired.

Mr. Agnew of Augusta, spoke, laying out a route for a trial. The proposed trail will lead from Beardstown to Burlington, through the following towns: Rushville, Maple, Camden, Huntville, Augusta, Bowen, Denver, Bentley, Carthage, Elvaston, Hamilton, Nauvoo, Fort Madison, Weaver and to Burlington.

Mrs. Roderick and Miss Ollie Miller, of LaHarpe, were guests of their brother, County Clerk Edw. Miller and family, several days recently. Mrs. Roderick returning to her home Sunday, Miss Ollie remaining for a longer visit.

Mrs. Lawrence Lane and children of Middle Creek, spent a few days the past week with Carthage friends and relatives.

spending the past several weeks at a lake, called by the illness of his son, John, who was recently operated upon at a Keokuk hospital, for appendicitis. Reports from the family yesterday are that the operation was a success, but that grave fears are felt concerning his condition, as it is feared pneumonia is developing. Mrs. Culkin remained in Michigan, as Mr. Culkin had expected to return in a few days.

Mr. and Mrs. Lee Wright, of this city, who are selling their household goods, are planning to take their automobile and go overland, from this city to Arizona, where they will spend the winter. They will carry a tent and complete equipment, for camping life throughout the journey.

George Hearns left Tuesday morning for Peoria, where he will enter college. His sister, Miss Core, accompanied him for a few days, and will attend the state convention of Christian churches in session in Peoria.

Probate Court News—Hancock Co. In the matter of the estate of Jane Piggott, deceased. Joseph D. Piggott, executor.

Inventories filed by said executor shows lots 1, 2, 3, 4, 5, 6, in block 1, Gordon's second addition to Hamilton; also various articles of chattel property; notes and accounts aggregating \$8,125 and cash on hand at time of decease, \$354.91.

Letters testamentary were granted to Joseph D. Piggott, as the executor, who files his bond in the sum of \$18,000 with H. M. Elder and R. R. Wallace as sureties, which bond is approved.

An order probating the will of decedent was filed, which will bears date of November 15, 1905, and is attested by H. M. Elder and R. R. Wallace, the subscribing witnesses. In said will all household goods are bequeathed to daughter, Mrs. Jennie R. Cochran, of Jacksonville, Ill. All the residue of property, to son, Robert A., of Butler, Mo. To daughter, Mrs. Jennie R. Cochran, and to son, Joseph D., lots 1, 2, 3, 4, 5, 6, block 1, of Gordon's second addition to Hamilton, together with all improvements, and to son, Joseph D., the residence in Hamilton, and that the same shall be accepted by him as \$2,500 in the equal distribution of said estate; appoints said son, Joseph D., executor.

Proof of death was made upon the oath of Joseph D. Piggott.

Proof of will made upon the oath of H. M. Elder and R. R. Wallace.

Proof made of heirship, showing the following to be the heirs: Robert A., and Joseph D. Piggott and Jennie R. Cochran, being the only living children; L. A. E. St. Clair Piggott, being the children of Leon A. Piggott, deceased son.

Appraisal bill of said estate filed by H. M. Elder, A. A. Elder and Geo. D. Gates, showing the total value of property as appraised to be \$115.

Order fixing time for hearing on final settlement, in the matter of the estate of Lucy A. Dawson, deceased, as of Monday the 25th day of September, A. D. 1916, at 10 a. m. Eva D. Todd, executrix.

Inventories of the estate of Winfield Scott Grove, deceased, was filed by Edwin C. Phelps and Luther N. Grove, administrators of the said estate, which shows the following real estate: NW. NE. 9-6-6; und. half of NW. 7-6-5, 186 acres.

The title of said Winfield Scott Grove to said undivided half interest in said quarter section of land, was subject to the right of the LaCrosse Christian church to use for church purposes only 51 acres thereof and described as being in NW. corner of 7-6-5. Und. half of NE. SE. 1-6-6, the other undivided half of said land is and was owned by Joseph Newton Grove.

Cash on hand, \$403.56.

Petition of Mrs. Annie Gibson and Mrs. Etta Barnes, for the appointment of a conservator for William Dowdall, which petition shows that said Dowdall is the owner of 10 acres of land in prairie township and about \$300 or \$400 of money loaned; also two lots and residence located in Elvaston, and asking the appointment of Homer G. Williams, as such conservator.

Summons issued in said cause to M. R. Mosley, sheriff, upon which return was made of service on said Wm. Dowdall, on September 1, 1916.

Death of Mrs. Blair.

Passed away at her home on Main street, in this city, Mrs. A. J. Blair, at 4:30 p. m., aged about fifty-five years.

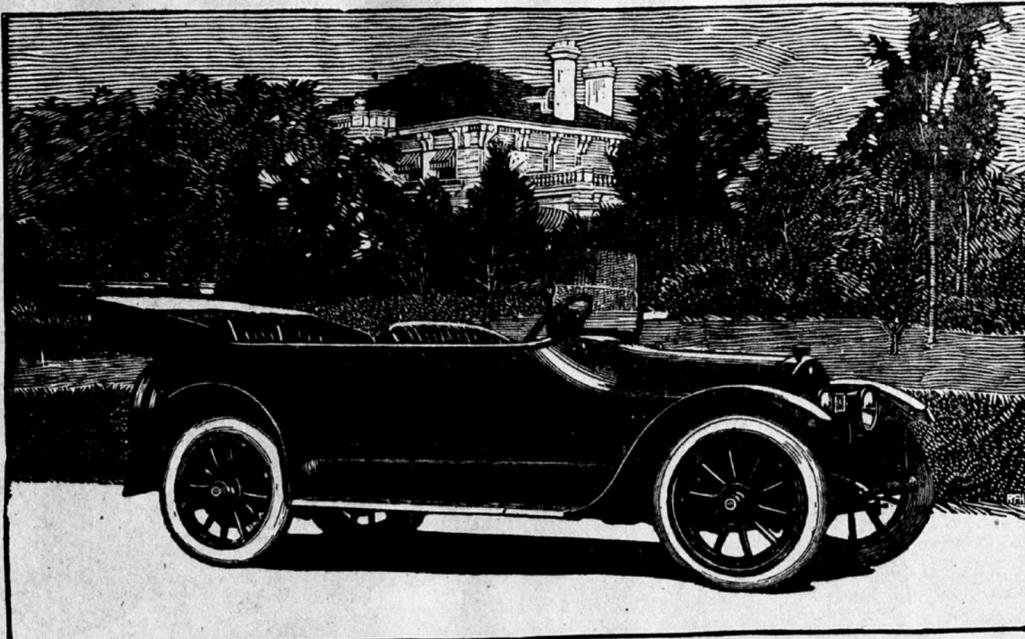
Mrs. Blair had been ill only about a week, having had a slight attack of stomach trouble the first of last week, being in bed a day or so, then up and around the house again, after which she was taken ill and suffered intense pain from gall stone colic, her condition having improved somewhat on Monday morning, but again that evening she was taken with a more severe attack, suffering greatly until death came to relieve her pain.

She was a kind hearted woman, and a good neighbor, and could always be depended upon to help those who were in sickness or distress. She was born in Hancock county, and for many years after her marriage, lived on a farm southwest of this city, having lived in Carthage about fifteen years. Mrs. Blair was devoted to her home, and let her attentions to home occupy most of her time, and for a number of years she had not been very strong, and could not enjoy the social life only to a limited extent.

She leaves besides her husband, of one daughter, Mrs. O. A. Vornholt, of Chicago, who was not called until her condition became alarming, hence was unable to reach her bedside.

No arrangements have as yet been made for funeral services.

The Prevailing Way. Kansas City Star. Rumania seems to be quite up to date in matters military—it dispatched its army



## The New Eight-Cylinder Cadillac

Type 55

There is one thought in connection with the coming of this new Cadillac which we would like you to grasp at once.

With the advent of this car, the Cadillac "Eight" enters upon its third successive season, with no radical change in the basic principles of its design.

This is perhaps the first time such a thing has happened in motor car development, and you will quickly see its significance as applied to the Cadillac.

Quite properly, we believe, the World has always looked to the Cadillac Company for advanced ideas, improved practice and progressive principles.

The fact, therefore, that the Cadillac car has proven itself beyond the need of radical change, is, in itself too impressive and too illuminating to call for comment.

It does not by any manner of means, imply that the Cadillac process of refinement had come to a conclusion.

In a multitude of ways, this is a better, finer Cadillac than any which has preceded it—the subject of unremitting research and scientific betterment in scores of details.

What the absence of radical change really means, is that the underlying principles of Cadillac V-type eight-cylinder construction have been proven fundamentally sound by the performance of 31,000 cars.

It means that the Cadillac Company, with resources at its command probably superior to those possessed by any other motor car plant in the world, has arrived at the deliberate judgment that the kind of a motor car which it is now building, represents a higher degree of efficiency than any other in existence.

It means that this is the joint judgment of every expert mind associated with this Company. It expresses the judgment of 31,000 owners who cannot conceive of any respect in which Cadillac principles could be changed to their advantage.

The new Cadillac conforms to the finest Cadillac traditions, down to the least and last of details—and it advances them still more closely toward perfection.

It is a beautiful car to look upon.

The superior riding qualities, with which you are familiar, are enhanced and intensified.

The driving ease of last year and the year before, accentuated by the longer wheelbase of the new car, is more marked than ever.

It is doubtful if motoring can give rise to a situation which can successfully challenge Cadillac powers.

The old feeling that it is folly to seek further—the old sense of security that the Cadillac represents the uttermost in a motor car—will come over you more strongly than ever.

We are serenely confident of the exhilaration and enthusiasm which you will experience on the occasion of your first ride in this unusual car.

### Specifications in Brief

ENGINE—Eight cylinder V-type, High-speed, High efficiency. HORSE POWER—S. A. E. rating 31.25; actual, more than 60. COOLING—Water. RADIATOR—Cadillac tubular and plate type. IGNITION, STARTING, LIGHTING—Cadillac-Delco, improved system. LUBRICATION—Automatic pressure feed. CARBURETOR—Cadillac. CLUTCH—Multiple disc, dry plate type. TRANSMISSION—Selective type sliding gear, three speeds forward and reverse. AXLES—Rear, Cadillac Timken, full floating; Timken bearings; Spiral type bevel driving gears. Front axle, drop forged, I beam. DRIVE—Tubular shaft. BRAKES—One internal and one external brake direct on wheels, 17 inch x 2 1/2 inch drums. STEERING GEAR—Cadillac patented worm and worm gear sector type; 18-inch steering wheel, hinged to facilitate entrance.

FRAME—Channel section. WHEELS—Wood, artillery type. Timken bearings, fitted with demountable rims for straight side tires. TIRES—36 in. x 1 1/2 in. WHEELBASE—126 and 132 inches. TREAD—56 inches. (Option 61 in.) SPRINGS—Front, semi-elliptic; rear, three-quarter platform. CONTROL—Center control. GASOLINE SYSTEM—Twenty gallon tank with gauge at rear. STANDARD EQUIPMENT—Cadillac "one-man" top; windshield; full lamp equipment; Gabriel snubbers; Clock; Warner Autometer; Electric horn. Power tire pump; Foot rail; Robe rail; License tag holders; Tire carrier; tool box with locks; Set of tools; Tire repair kit; Handy lamp. Universal key fitting tool box, ignition and lighting switch and tire lock.

### Body Styles and Prices

The Type-55 Cadillac will be available with a complete variety of body styles, as follows:—  
Open cars, 125 inch wheelbase: Seven Passenger with disappearing auxiliary seats, \$2650. Four Passenger Phaeton \$2,050. Two Passenger Roadster with two passenger disappearing rumble seat \$2,050. Four Passenger Close Coupled Roadster \$2,050.  
Convertible styles, 125 inch wheelbase: Seven Passenger with Cadillac body (Springfield type) \$2,675.  
Four Passenger Victoria (convertible) \$2550.  
Enclosed cars, 125 in. wheelbase: Four Passenger Coupe \$2800. Five Passenger Brougham \$2950.  
Enclosed cars, 132 inch wheelbase: Seven Passenger Limousine \$3600. Seven Passenger Landaulet \$3750. Seven Imperial \$3750. Prices include standard equipment, F. O. B. Detroit. Prices are subject to advance without notice.

# KEOKUK CADILLAC COMPANY

19-21-23 South Fifth Street Keokuk, Iowa