

# KWALITY KOUNTS

When it comes to buying groceries, low prices are meaningless if you cannot get some line on the quality. Every housewife who has made purchases at this popular grocery knows that she can depend on the quality—the Shields quality—the best that can be found on the markets. Read over these low prices—but don't lose sight of the quality:

10 Bars Santa Claus, Lennox or Swift Pride soap	25c	N. Y. Cream Cheese, per lb.	15c
13 bars Etna Soap	25c	2 quarts Navy Beans	15c
White Hoop Holland Herring, keg	59c	10c sack Salt	5c
Three nice Mackerel	25c	3 cans 1 lb Salmon	25c
4 lbs Imported Anchovies	25c	3 cans 3 lb Black Beans	25c
Walter Baker's Chocolate, per lb	29c	3 lb can Rhubarb	5c
1 lb Shredded Cocoanut	15c	3 lb can Beets	5c
1 lb Calumet Baking Powder	17c	Star Tobacco, per lb	45c
Head Rice, per lb	5c	2 bars Trilby Toilet Soap	15c
3 large packages Parlor Matches	25c	3 packages 1 lb Seeded Raisins	25c
Sour or Dill Pickles, per gallon	25c	3 packages 1 lb Cleaned Currants	25c
Sour Pickles, per gallon	25c	4 lbs Whole Apricots	25c
Sauer Kraut, per gallon	15c	7 lbs Prunes	25c
Olives, per quart	25c	3 lbs Dried Peaches	25c
Uncolored Japan Tea, per lb	25c	4 lbs Dried Apples	25c
Java & Mocha Coffee, per lb. 28c, 4 lbs for	1.00	Baking Soda, 1 lb. pkg.	5c
10 lbs. fresh Rolled Oats	25c	3 lb. can Ham or Veal Loaf	25c
Yeast Foam, per pkg.	3c		

## SHIELDS' The Popular, Pioneer Cash Grocery.

### Just Prior to the Arrival of Spring Goods

THIS HOUSE ALWAYS CLEANS UP ALL BROKEN LINES AND SIZES OF SUITS AND OVERCOATS. FOR TWO REASONS THIS YEAR IT IS MORE ESSENTIAL THAN EVER. ONE, TO MAKE ROOM FOR SPRING GOODS. THE OTHER, TO CLEAN OUT EVERYTHING BEARING THE SAX & RICE LABEL.

All Suits and Overcoats where there are one and two of a kind, regardless of what they formerly sold at, have been reduced to the uniform price of

# \$10

AT THIS PRICE THEY SHOULD MOVE RAPIDLY, AND WOULD ADVISE AN EARLY INSPECTION. THESE SUITS AND OVERCOATS RANGE IN PRICES FROM \$15 TO \$25.

The London M. C. RICE, Prop.

## IS HOME PROJECT

Relations of Interurban Railway to Rock Island and.

### LOCAL CAPITAL'S CHANCE

If It is Necessary to Extend Line Out From This City.

The interurban railway has proven one of the most successful and satisfactory propositions, financially and otherwise, of modern times. Where lines of rapid transit of this nature have been run to the rural communities they have invariably paid beyond the most sanguine expectations of those interested. Indeed the most barren country, figuratively speaking, through which an interurban line could be run has been immediately transformed into fertile plains, and the desert has been made to blossom as the rose. There is a peculiar magnet in the interurban enterprise that creates business wherever the cars run.

Take, for instance, the electric line built through Moline enterprise and capital to East Moline, Watertown and New Shops. Few at the outset regarded this enterprise as promising the slightest degree of immediate return on the investment. But it was considered as promising a good thing for completion. What has been the result? It has not only proven all that was expected of it in the matter of material advantage to Moline business interests, but more than that, it has surprised its projectors and the public generally by showing a money maker from the very start. Business along the line has been increasing right along, and there is, in fact, not a dollar's worth of the stock on the market today.

**Chance For Rock Island Capital.**

Now the question is, why need Rock Island be dependent upon Davenport capital to supply the interurban communication that is so much desired to the east and south from this city, with the attendant sacrifice and loss to local commercial interests of having any line that may come in coupled up with a road designed in the interests of Davenport, and the cars whisked over to that city as soon as they reach the borders of this city? According to reliable sources of information in Davenport, heretofore quoted in The Argus, the design of the promoters of the Davenport & Suburban Railway that seeks the use of the Rock Island bridges and island and a certain number of streets of Rock Island is that a line may be built "to the south line of Rock Island county, and there make connections" with the lines coming in from the east and south. It is the desire to realize such a proposition as this that has aroused the business men on the Davenport side to so much interest in the petition of the Davenport company for another line connecting that city with Rock Island.

Now the question that comes up is this. If it is essential or even desirable that an interurban be started in Rock Island to be built out to connect with the interurbans that are undoubtedly coming this way, why need it be necessary that a line be brought over from Davenport to make that connection? If it will facilitate the coming of the interurbans from the east and south to have a line extended out from this city, why cannot Rock Island capitalists follow the example of Moline and other cities and build the road themselves and thus insure Rock Island and being made the hub and terminus of the interurban system that should radiate from this city? Is there any need of Rock Island being made a way station for interurban roads coming into this city from points contiguous to this city in Illinois? If people who come into Rock Island on interurban cars from the territory to which the business men of Rock Island naturally look for trade desire after reaching this city go on to Davenport, nothing should be put in their way of so doing, and there are already plenty of means of their going on to Davenport if they want to. But we do not want them switched through here, as they would be through any way station, on their way to Davenport. To be frank and plain, we want the terminus here in Rock Island, with the "change cars" proposition here if they want to go into Iowa. It would be much preferable to have the through car service extended on to Moline, a city whose interests are more in common with those of Rock Island, than to run an interurban service from the outskirts of Rock Island through to Davenport.

**In the City's Own Hands.**

Rock Island is naturally broad-minded about all tri-city affairs. That has been the history of this city. But the spirit exhibited in Davenport on this subject has been so narrow and selfish that this city may take the warning and look out for its own interests, especially where the project is up to it to decide.

**WORKING ALEDO END OF PROJECT**

Special Meeting of Council There to Consider Interurban to This City.

According to advices from Mercer county a representative of Boston capitalists met with the Aleo city council Monday evening on business relative to interurban street car lines. The discussion was entirely informal but it was understood that if the interurban company which he represented so

desired a special meeting of the council would be called to consider the question of granting a franchise.

**Aledo the Center.**

He made the statement before the council that the company would ask for the franchise and if it was granted it would build lines from Aledo to various other points with Aledo as the center. The line which he considered most probable is the one proposed between Rock Island and Aledo, thence through Monmouth to Galesburg. The line, he stated, would follow the line of the Western Illinois Traction company which route is now graded out of this city.

He also intimated to members of the council outside the meeting that the company which he represented has purchased the Western Illinois Traction company which has the right of way graded between Monmouth and Galesburg. This company is backed by Monmouth capital.

**Other Lines.**

He further said before the council that a line would be built from Aledo to Galva paralleling the Burlington route and from Millersburg to East Muscatine via the village of Eliza. He asserted that the company meant business and that work would begin by May 1, and that within 18 months the cars would be running.

### BIG SCHEME ON IN DAVENPORT.

**Intimation That an Extensive Interurban Project is Under Way.**

The Davenport Star of this morning intimates that a big interurban project is under way in that city, in the following: "A business man of unquestioned veracity, who is intimately connected with railway matters in the tri-cities, and whose financial rating is of the best, stated to the Star yesterday that there were bigger things in store for Davenport in the matter of interurban transportation, than anything so far proposed for the city. Nothing will be given out as yet about the proposed scheme except that six consultations have been held in Davenport with capitalists from the east and the question has been thoroughly discussed. Plans have been agreed upon for the road. The principal difficulty encountered has been that of financing the project, the sum required being enormous, but that difficulty has been nearly overcome, and the money needed is in sight for the project. When asked if it would take one million dollars to finance the road, the speaker smiled and said, 'Yes, several times that sum.'

"While not willing to go into details in the subject, the Star informant said the capitalists interested will build an interurban railroad that will bring more people to Davenport than any railroad now entering the city. The line in contemplation will do more for the business interests of the city than any one thing that has been proposed for the last ten years. The plans are now in such shape that their premature discussion might injure or retard their progress is the reason assigned for not giving the matter more in detail."

All things considered it looks as if the interurban subject needs stirring in Rock Island, and it had better be stirred by Rock Island people.

### PERSONAL POINTS.

E. J. Richards, of Springfield, is in the city today.

Miss Alice Mulholland of Denver is visiting Rock Island friends.

City Electrician Phil Lynch was in Monmouth yesterday on business.

Z. A. Smith, general agent of the Illinois Central at Peoria, was in Rock Island today.

Miss Barbara Mandel, 917 Eighth avenue, has as her guest Miss Viola Adams, of St. Louis.

Mrs. Harry Steels of Princeton, Ill., and Mrs. L. Miln of Decatur are visiting with their sister, Mrs. S. T. Bowlby.

F. M. Cole, western agent of the L. E. & W., located at Peoria, was in the city today conferring with local railway agents.

William M. Wilson and wife and Seth W. Slater and family of Milan left for Colorado where they will make their home in the future.

Miss Helen Kirkpatrick returned to her home at Ottawa, Ill., today. She was called here to attend the funeral of her sister-in-law, Mrs. William J. Kirkpatrick.

Mrs. M. H. Wadsworth, of this city, and Mr. and Mrs. W. C. Wadsworth, of Davenport, leave tomorrow over the Burlington for California, where they will spend the remainder of the winter.

M. S. Smiley, formerly chief clerk in the freight office of the Rock Island & Peoria, now located at Chicago with an auditing company, was in Rock Island today, engaged in making a freight audit.

### MORE BECOME MACCABEES

Class Initiated Last Evening at Odd Fellows Hall.

Island City Hive No. 870, Ladies of the Maccabees, initiated a large class of candidates last evening at Odd Fellows hall. The ceremonies were conducted under the direction of Deputy Grant Commander Mrs. Cora Nichols, of Chicago. Mrs. Nichols has been in Rock Island for some time in the interests of the order, and has succeeded in increasing the membership of the Island City Hive from 40 to over 100, placing the hive second in the order in Illinois, and among the leading lodges of this city. At the close of the initiation ceremonies, Mrs. Ella Godfrey, in behalf of the hive, presented Mrs. Nichols with a beautiful silver brooch in appreciation of her work in this city. Mrs. Nichols has gained a wide popularity in this city, and her ability as an officer is widely recognized. The best wishes of her friends in this city will follow her in her work in other parts of the state.

**Hello Girls Have a Sleigh Ride.**

The operators of the Moline exchange of the Central Union Telephone company gave a sleighing party last evening, having as guests several of their Rock Island friends. Nine couples enjoyed the outing. The party drove to Watertown, where a supper was enjoyed, and where dancing was indulged until midnight.

### PURE LEAF LARD

**At the Packing House Market.**

J. S. Gilmore, packer, makes a specialty of his kettle rendered lard for family use. This lard is guaranteed to keep sweet for one year.

### Sciatic Rheumatism Cured.

L. Wagner, wholesale druggist, Richmond, Va., says: "I had a fearful attack of sciatic rheumatism, was laid up almost two months; was fortunate enough to get Mystic Cure for Rheumatism. This cured me after doctor's prescriptions had failed to have any effect. I have also heard of fine results from others who have used it." Sold by Otto Grotjan, 1501 Second avenue, Rock Island, Gust Schlegel & Son, 20 West Second street, Davenport.

## TRIAL OF ASPHALT

Mayor McConochie Favors Pavement of Rock Island Streets.

### HAS CONSIDERED SENTIMENT

Will Stand the Test, if The Right Quality of Material is Used By Contractors.

Mayor McConochie states that Rock Island ought to give asphalt paving a trial the coming summer. He has been canvassing sentiment among property owners along several thoroughfares that likely will be improved during the year, and he finds that the majority are favorable to this style of pavement, despite that it may be a trifle more costly than brick. It is expected that the board of local improvements will be petitioned for the paving of Fifth avenue, Nineteenth to Twenty-third streets, Twenty-first street, Tenth to Twelfth avenues, and Nineteenth street, Seventh to Tenth avenues, in the spring.

"The fact that there has been no asphalt paving in the city," said the mayor, "naturally has caused the impression to prevail that there is a brick trust here that has been effectively laboring to keep asphalt out. Of course, every man in business is going to exert himself as far as possible to sell his own goods in preference to those offered by a competitor, and I suppose the men who do brick paving have not been overly anxious for the asphalt contractor to get a hold here."

### Bad and Good Jobs.

"Some maintain, and probably there has been ground for it, that asphalt is not as enduring as brick. In the study that I have given to the question I have found there have been bad and good jobs. Take the case of the city of Moline. They have given asphalt a fair trial, and say that it is superior to brick. This demonstration so close to home ought to be convincing to our people. Then there has been talk that the cost is so much greater than those who were in favor of asphalt at the outset have been frightened into changing their petitions of favoring brick.

"I am satisfied if the right quality of material is furnished that asphalt has no superior as a pavement. Where it has failed, I have discovered in my investigation, is in cases where too much tar was employed in the preparation. As I understand, there is tar in all asphalt used in paving, but contractors have been enabled to take advantage of the cities in which they have done work through the ignorance of the inspectors.

### Cities Have Been Swindled.

"There has been big money made in asphalt paving in the last few years because it is comparatively new in the west, and unscrupulous firms saw that it would be an easy matter to hoodwink the people, and they have done it to the queen's taste. This accounts for the changing of the names of the firms engaged in this business with such frequency. However, there are responsible firms in the country, and I believe that these should be invited to make propositions to improve one or more of the thoroughfares I have mentioned, for I am informed that the most of the property owners are desirous of having asphalt pavement. I want to see it tried here next year, at any rate. Rock Island has not made much progress in public improvements during the past few years, and I believe it is time we were renewing our efforts in that direction."

## HOW TO SAVE MONEY

It's an Interesting Question. We Can Tell You How It is Done in Buying

### Furniture, Carpets and Stoves.

SELECT YOUR HOME FURNISHINGS FROM A STOCK THAT IS CONCEDED TO BE THE BEST. BUY YOUR HOME FURNISHINGS FROM THE STORE THAT GUARANTEES EVERY PIECE TO BE ENTIRELY SATISFACTORY, AND THE PRICE MARK ON EACH MEANS A SAVING OF 10 TO 20 PER CENT TO YOU. IT'S WORTH CONSIDERING, WORTH INVESTIGATING.

## Davenport Furniture & Carpet Company.

Opposite Masonic Temple, 123-125 West Third Street, Davenport, Ia.

## Advance Styles In Hats.

Spring Shapes. Soft and Stiff.

Sommers & La Velle

## Take Notice

THE ECONOMY DENTAL OFFICES have been moved into the Illinois theatre building, and are not at the old location, 1610 1/2 Second avenue. All of our lady patients objected to going there, owing to the fact that there was a clubroom, pool and other games on the same floor. We found it necessary to move to a more desirable place. Please remember that the Economy Dental Parlors are not there.

C. C. MANNING, D. D. S. MANAGER. Illinois Theatre Building. Old Phone 706 Y

## ALL the Best Brands kept in the most perfect condition can always be found at the Arcade Cigar Store

Harper House block. John P. Sexton, Prop.