

First Showing of Holiday Stationery

Your attention is called to our window display of Whiting's Fine Papers, and our entire stock, complete at this time, is at your disposal.

Engraved stationery is a particularly desirable Christmas gift, and we are in a position to submit sketches of any monograms desired if the request is received at this time.

The Stationery Shop
OF THE
TRI-CITY BLUE PRINT CO.
INCORPORATED
118 EIGHTEENTH ST., ROCK ISLAND, ILL.

START ARGUMENT IN JITNEY CASE

Counsel for Tri-City Railway Company
Claim Order of Public Utilities
Commission Ignored.

FAIL TO SECURE CERTIFICATES

Drivers Are Charged With Refusing to
Get Permits of Convenience
and Necessity.

Arguments on the injunction suit, brought by the Tri-City Railway company, et al. against the jitney drivers, seeking to restrain the operation of machines in Rock Island, Moline, East Moline and Silvis, were started this morning in circuit court before Judge F. D. Ramsay. Searle & Marshall and Dick Lane appear for the company and H. A. Weld and C. S. Roberts for the defendants.

Mr. Searle for the company read the bill and presented arguments in favor of a temporary injunction. He cited the ruling of the state public utilities commission that the jitneys are public utilities and as such are under the control of the commission. He referred to the ruling of the commission that the drivers must secure certificates of convenience and necessity in order to operate but said they have failed to comply with the order. He said the cars operate on streets paralleling the tracks of the street car company and furnished a competing line, greatly to the financial detriment of the company. The sufficiency of the bill was strongly questioned by Mr. Weld for the defendants. He insisted that there was no legal reason why jitneys could not be operated and that as long as the drivers were willing to carry passengers anywhere they wanted to go they were within the provisions of the law. Attorneys met with the court this morning and the following docket was set, to be started next Monday, at which time the first petit jury for the term will report.

MONDAY.
Anna C. Johnson vs. Harry W. Johnson.
C. O. Lovejoy vs. V. O. Arnold.
Myrtle M. Rhle vs. City of Rock Island.

TUESDAY.
Laura Vonach vs. Mystic Workers of the World.
H. J. Schmidt vs. Leon Callewaert.
Olof Paaske vs. W. B. Aster.

WEDNESDAY.
August DeDoncker, et al. vs. Walter E. Dunne, et al.
Joseph J. Hudachuk vs. William Hamilton.

Annie E. Tygret vs. W. L. Aster.
THURSDAY.
Eugene Naert vs. Alfons Naert.
Edmond DeBruycker vs. C. R. I. & P. Ry. Co.
C. J. Beatty vs. William C. Totten of Totten Auto company.

FRIDAY.
Peter Edwall vs. C. R. I. & P. Ry. Co.
Lila Marie McConnell vs. Emil Bozaert, et al.
George E. Bailey vs. R. C. Benson.
Morris Brien vs. C. R. I. & P. Ry. Co.
P. H. Rallsback, administrator of estate, vs. Moline, E. M. & W. Ry. Co.
Nellie B. Roberts vs. Charles Roberts.
Abraham Rothkofskey vs. C. R. I. & P. Ry. Co.

Two cases are specially set. One is for Oct. 8, Reddig vs. Kooney, assumption, and the other is a will contest, Cassie B. Hovey, et al. against Jennie I. Ball, et al. which will be heard Nov. 20.

OVERCOAT TIME IS HERE

Don't wait until zero weather comes to order that overcoat. Come in this week and see the finest line of overcoat patterns you ever laid your eyes on. Guaranteed all wool—fast colors—made up in every desirable model. And remember my guarantee goes with every suit or overcoat turned out of my shop.

MY GUARANTEE

I guarantee my \$15, \$18 and \$20 suits to be equal to any \$25, \$30 or \$35 suits you have ever worn or I will refund your money.

SUITS & OVERCOATS
\$15 \$18 \$20

HAEGE

The Tailor With the Guarantee.
In The 1800 Block, Rock Island.



Busy in Mesaba Range, Virginia, Minn., Sept. 21.—Hundreds of men have daily applied for work at the iron mines since the strike was declared off Monday, and a large number have been taken back. It is believed here that the fall operations on the Mesaba and other Minnesota ranges will be greater than in any previous season.

GOOD ROADS PLAN TO BE SUBMITTED

Board of Supervisors Authorizes Chairman Lipton to Appoint Committee of Seven to Draft Report.

COUNTY MAPS ARE CONSIDERED

Division Engineer Surman Explained Cost of Construction of Various Types of Highways.

A definite step toward a comprehensive plan for the improvement of the roads of Rock Island county was taken at the final session of the board of supervisors yesterday afternoon. On motion of M. O. Griswold of this city, the chairman was authorized to name a special committee of seven, of which the chair should be a member, to investigate the various types of road, the cost of the same and the best method of financing construction, and

report recommendations at the December meeting of the board.

The above action was taken following a talk by H. E. Surman, Moline, division engineer of the state highway commission, who explained to the members three maps which had been prepared by the commission showing the various state aid roads of the county and the estimated cost of the construction of both concrete and gravel roads. At the last meeting the supervisors authorized the expenditure of \$500 for a traffic survey and maps which would give important data relative to the cost of building of various types of road in this county.

Mr. Surman said there were 137 miles of state aid road in the county and that the maps were merely presented for suggestions as to the roads to be improved and that the board was at liberty to make any changes desired in designating the highways to be improved.

Gravel Most Expensive.
"I believe that gravel is the most expensive material to be purchased," continued Mr. Surman. "It is the heavy maintenance cost which makes this kind of road undesirable. It has been tried at Frick's hill, where the road has had to be continually worked and dragged to keep it in any kind of condition."

"I think the board should not be too hasty in taking action on the question of the kind of roads to be built in Rock Island county. I suggest that a committee be appointed to investigate the whole matter and ascertain if possible the public sentiment relative to the best plan to pay for the roads. The main issue, of course, is to build the roads. If the people favor a tax levy, then that plan should be adopted. If that bond issue would carry, then that plan should be put on the ballot. Personally, I believe the bond issue is the most feasible way to construct roads, but if the board members are opposed to paying interest on bonds, then the tax levy should be voted, although I do not know of a single county in the state which is following the latter method.
"The sum of \$220,000 of federal aid

is available in Illinois this year, conditioned on the state raising a similar amount, but this money will be spent on interstate highways and not to be put on scattered roads throughout the state. The appropriation doubles next year and in five years 400 miles of concrete roads can be built in the state. The federal aid amounts to \$3,200,000 this year.

"One thing must be taken into consideration. As soon as the state aid roads are constructed in this county, from 80 to 90 per cent of the travel will be on these highways, which will greatly lessen the upkeep on the rest of the roads. If concrete or brick roads are built, the state assumes all of the maintenance expense and if gravel is the material specified then the state assumes but half of the cost of upkeep.

County is Slow.
"I attended a meeting of the Henry county board of supervisors last week. The members there are ready to float a bond issue for hard roads if Rock Island would take a like stand, but hesitate to do so as long as no movement has been started here looking toward improvement of the highways. Rock Island county has been mighty slow in awakening to the great need of better roads. In Vermillion county, a bond issue of \$1,500,000 has been floated, and 176 miles of concrete roads built. The state aid allotment each year is applied to extend the system."

Cost of Building.
The cost of the three plans of improving the roads of the county, as shown in the maps presented by Mr. Surman, follows:

MAP ONE.	
15-foot concrete, 32 1/4 miles...	\$467,832
10-foot concrete, 12 miles.....	115,956
15-foot gravel, 37 miles.....	265,260
10-foot gravel, 18 1/4 miles.....	113,626
Concrete road now in, 1 1/2 miles.....	
Total to be improved, 100 miles.....	\$962,674
MAP TWO.	
15-foot concrete, 38 1/4 miles...	\$70,535
10-foot concrete, 17 1/2 miles.....	170,650
15-foot gravel, 21 1/4 miles.....	130,560

10-foot gravel, 40 1/4 miles.....	250,030
Concrete road now in, 1 1/2 miles.....	
Total to be improved, 117 1/2 miles.....	\$1,022,065

MAP THREE.	
15-foot concrete, 1 1/2 miles.....	\$ 21,275
10-foot concrete, 14 miles.....	136,325
15-foot gravel, 55 1/4 miles.....	327,805
10-foot gravel, 51 1/4 miles.....	304,960
Concrete road now in, 1 1/2 miles.....	
Total to be improved, 122 miles.....	\$791,365

Support Pledged.
Sherman W. Searle and H. P. Simpson, representing the newspapers of the community, and W. E. English, appearing for the business men of Rock Island, made brief statements to the board in which they urged the importance of improving the roads of the county at the earliest possible moment and pledged to support any plan which the board might adopt looking toward bettering the highways of the county.

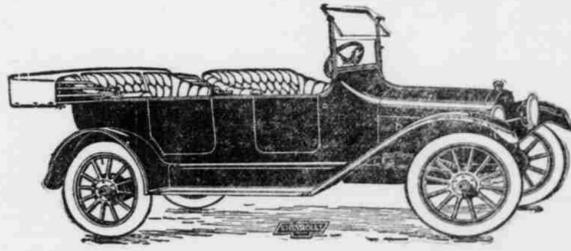
Supervisor Griswold, in offering his motion for a committee of seven to be appointed to report on the road question, said that he thought neither the board nor the public was at present sufficiently informed as to whether a bond issue or a special 5-mill tax should be adopted and thought that the part of wisdom would be to delay the matter until the December session, when the committee proposed would submit its report.

Supervisor Corbin urged immediate action and thought it useless to delay further. Supervisor Bauerfeld said that although he was ready to vote on the financial plan to be adopted, he was not clear as to the best material to be used.

"This matter ought not to be submitted to the public until we have decided the material for the roads, then the people can pass on whether they want a bond issue or a special 5-mill tax," was the statement of Supervisor Graffund.

CHEVROLET

CHEVROLET MAKES GOOD ITS PROMISE



When the Chevrolet Motor Company first offered its Model "FOUR-NINETY" Touring Car to automobile dealers and the public at the New York Show in January, 1915, with electric lights and starter, at the then sensational price of \$550, the management stated frankly that the name "FOUR-NINETY" really meant something and that, whenever the company's manufacturing facilities and production justified it, the price on this car, electrically equipped, should be \$490.

Since the above date, the Chevrolet Company has completed the best motor plant in this country; has built and equipped an up-to-the-minute axle plant; has acquired a complete transmission plant, and has in operation seven large assembling plants. The Chevrolet Company has now reached a volume of production which enables it to make good its original promise.

We are pleased to advise that the 1917 contracts, which are now going out to Chevrolet dealers, present the Model "FOUR-NINETY" to the public at \$490, fully equipped, with a standard, two-unit electric lighting and starting system built into the car.

THIS MAKES THE MODEL "FOUR-NINETY" THE LOWEST PRICED ELECTRICALLY LIGHTED AND STARTED AUTOMOBILE IN THE MARKET TODAY.

Equipped with detachable winter top \$560.00 F. O. B. Flint, Mich.

CHEVROLET MOTOR COMPANY.
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Closing out entire stock of millinery, consisting of hats, plumes, ribbons, etc.
Sign painters outfit, consisting of paints, brushes, step-ladders, carpenters tools, etc.
Household and office furniture consisting of roll-top desk, chairs, sewing machine, ice box, etc.
Sale at 122 West Seventeenth street, just north of Rock Island House, Friday and Saturday afternoons starting at 1:30.
H. HEDRICK,
Auctioneer.