

Dwight Star and Herald.

VOLUME XLVIII

LIVINGSTON COUNTY, ILLINOIS, AUGUST 30, 1913

NUMBER 35

WILL SPEND \$2,200,000 FOR ROADS.

Allotment of State Funds to Counties—Livingston County \$14,897—Grundy County \$10,585.

Twenty-two hundred thousand dollars will be spent for permanent road construction in Illinois within the next two years. The counties are ready to meet the state half way and stand half the expense. Requests for state aid are flooding the office of the highway commission.

Under the Tice act, recently passed, the state pays half the expense of construction of so-called "state aid roads," in which the plans are approved by the state highway commission and the roads are built under the supervision of the department.

The commission has completed a provisional allotment of the state fund to counties for 1913 and 1914. Cook County receives the largest allotment.

For the first year, extending from July 1, 1913, to July 1, 1914, only the \$400,000 appropriated from the state automobile fund is available for distribution among the 102 counties. Governor Dunne having vetoed the additional appropriation of \$300,000 from the general revenue fund for this purpose. For the second year, however, another \$400,000 from the automobile fund and \$300,000 from the general revenue fund will be ready for distribution.

Under the Tice act, each county desiring to participate in the state fund must indicate by January next not only the extent of its road-building plans for the first year, but for the second year also.

Following is a list of counties and the provisional allotments for the years from July 1, 1913, to July 1, 1914, and from July 1, 1914, to July 1, 1915:

	1913-1914.	1914-1915
Adams	\$ 3,584	\$ 6,272
Alexander	1,183	2,070
Bond	1,854	3,245
Boone	1,679	2,938
Brown	957	1,675

Bureau	7,730	13,528	Peoria	9,551	16,714
Calhoun	389	681	Perry	838	1,467
Carrroll	2,828	4,949	Platt	3,067	5,367
Cass	1,283	2,246	Pike	2,862	5,008
Champaign	9,406	16,461	Pope	360	630
Christian	5,397	8,445	Pulaski	644	952
Clark	1,925	3,369	Putnam	1,042	1,823
Clay	1,199	2,098	Randolph	1,032	1,806
Clinton	2,214	3,874	Richland	929	1,626
Coles	3,063	5,360	Rock Island	2,601	4,552
Cook	43,750	76,570	St. Clair	5,113	8,948
Crawford	6,584	11,522	Saline	2,638	4,616
Cumberland	1,127	1,972	Sangamon	6,692	11,711
Dekalb	6,059	10,603	Schuyler	2,105	3,684
Dewitt	3,273	5,727	Scott	757	1,324
Douglas	3,434	6,010	Shelby	3,556	6,223
DuPage	5,396	9,443	Stark	2,001	3,502
Edgar	4,791	8,334	Stephenson	2,857	5,000
Edwards	477	835	Tazewell	4,298	7,521
Effingham	2,099	3,673	Union	589	1,031
Fayette	2,795	4,891	Vermillion	11,082	19,394
Ford	2,859	5,003	Wabash	1,089	1,906
Franklin	1,848	3,234	Warren	4,678	8,187
Fulton	7,022	12,288	Washington	1,948	3,409
Gallatin	4,791	8,334	Wayne	1,812	3,171
Greene	2,871	5,024	White	2,978	5,211
Grundy	3,849	6,736	Whiteside	4,780	8,365
Hamilton	1,391	2,434	Will	8,318	14,556
Hancock	4,383	7,680	Williamson	2,460	4,305
Hardin	150	262	Winnebago	7,599	13,238
Henderson	2,092	3,661	Woodford	2,934	5,134
Henry	1,016	1,752	Total	\$400,000	\$700,000

The money apportioned to each county is determined as follows: "From such appropriations as the General Assembly may from time to time make for the purpose of carrying out the provisions of this act, (an act revising the law in relation to roads and bridges) there shall be allotted by the State Highway Commission each year for each county an amount that shall bear the same ratio to the total appropriation for that year that the total amount levied in each county for roads and bridges bears to the total amount levied in the State for roads and bridges, as determined from the published report of the Auditor of Public Accounts from the last year so reported:

"Provided, that to counties, in which more than 40 per cent of the total amount appropriated by the General Assembly for building roads is collected, including any amount collected for automobile and kindred licenses, and devoted to road building by such ap-

propriation, there shall be allotted, under the provisions hereof an amount equal to twenty-five per cent of the amount so collected in such county."

Twenty-three of the 102 counties have sent the state highway commission the required map of county roads, with a list of candidates for county superintendent of roads. These are Bond, Cass, Clark, Cumberland, DuPage, Edgar, Ford, Grundy, Iroquois, Jersey, Kankakee, Livingston, Macoupin, Mason, Massac, Mercer, Pike, Pope, Saline, Sangamon, Wabash, Wayne and Winnebago.

Under the law each county desiring state aid must send the highway commission a map of the county's roads, a list of candidates for road superintendent and a resolution adopted by the county board designating where improvements are desired. After the commission approves the projects and estimates the cost the county board must adopt a resolution to provide the county's half of the necessary money.

DID YOU EVER HEAR THIS ONE.

To test a sentry an officer, after the salute, said: "Let me see your rifle." The recruit handed it over, whereupon the officer said in disgust: "You're a fine soldier! You've given up your rifle and now what are you going to do?" The young fellow drew out a dangerous knife and exclaimed "Give me that rifle or I'll cut your heart out!" The officer was more than convinced that he would and hastily handed the weapon back.

Minuteness of Molecules.

If we try to count the number of molecules contained in one cubic millimeter of hydrogen gas, first arranging them in groups of a billion each, it would take a thousand years to count these groups. So writes M. B. Bull, a French physicist, in illustrating the powerlessness of figures.

Get your job printing done at this office. We can do it satisfactorily.

SMITHS GET ANOTHER VICTORY.

Win Game for Odell Team in Record Time—Score 4 to 3.

The Frank L. Smiths added another victory to their 1913 string Sunday by defeating Lyons' Undertakers from Odell by a score of 4 to 3. The Odell boys were strengthened by three players from Morris, Eddie Hamilton from Reddick and Sennett from Pontiac, a pretty good line-up, but Mickelson's pitching was too much for them and but for some poor fielding he would have held them to one run.

Donahue pitched a very good game for six innings but weakened a little in the seventh and the Smiths scored three runs.

The Smiths scored one run in the second. Higgins was hit by a pitched ball, stole second and scored when Ira Boyer singled over second.

The Odell boys scored one run in the fourth on a single by R. Enger, two errors and a fielder's choice. They scored another in the sixth when Paderni failed to field a grounder from Sennett's bat. A wild pitch put him on second and he scored on Donahue's line drive to center.

In the seventh Hardy was hit by a pitched ball; Mickelson forced Hardy at second; Nielson forced Mickelson at second. Kern singled, Nielson stopping at second. E. Boyer singled, scoring Nielson. Gutel hit over the center fielder's head for three bases, scoring Boyer and Kern. Higgins struck out.

In the eighth, with one down, Sennett was safe at first on an error. Trecker hit to right center for three bases but was out at third when he slid over the base. Donahue struck out, ending the inning. In their half of the ninth H. Enger walked. Kutz was out, Gutel to Boyer. Mickelson caught Enger off second, Paderni taking the throw. Hare struck out and the game was over.

NOTES.

Mickelson struck out seven of the first nine men that faced him.

E. Boyer has the pitchers around here working all the time, two walks and a hit out of four times up is pretty good.

Artie Kern is leading the team at bat. .300 is a pretty good average for twenty-three games.

E. Boyer is a close contender for first honors with .373.

The F. L. Smiths will play the Saunemin Stars at Dwight Sunday the 31st and Monday, Sept. 1st, Labor Day.

Following is the score:

FRANK L. SMITHS.				
	R.	H.	P.O.	A. E.
Nielson, lf	1	1	0	0
Kern, 2b-rr	1	2	0	2
E. Boyer, 1b	1	8	1	1
Gutel, 3b	1	1	1	0
Higgins, cf	0	0	0	1
Flood, c	0	0	13	1
Paderni, ss	0	4	4	1
Hardy, 2b	0	0	1	3
I. Boyer, rf	0	1	0	0
Mickelson, p	0	0	0	1
	4	6	27	14

ODELL.

	R.	H.	P.O.	A. E.
R. Enger, 3b	1	1	0	0
Sennett, c	2	1	9	3
Trecker, lf	0	1	1	0
Donahue, p	0	1	0	0
H. Enger, 2b	0	0	3	2
Kutz, c	0	1	1	0
Hare, ss	0	0	1	0
Hamilton, 1b	0	0	8	1
Fogarty, rf	0	0	0	0
Lannan, cf	0	0	0	0
	3	5	24	9

1 2 3 4 5 6 7 8 9 R.H.E.

F. L. Smiths 0 1 0 0 0 3 0 —4 6 2

Odell 0 0 0 1 0 1 0 1 0—3 5 2

Three base hits—Gutel, Trecker.

First base on balls—Off Donahue: E. Boyer (2), Higgins (2); off Mickelson: H. Enger (1). Struck out—By Mickelson, 12; by Donahue, 7. Hit by pitcher—Higgins and Hardy.

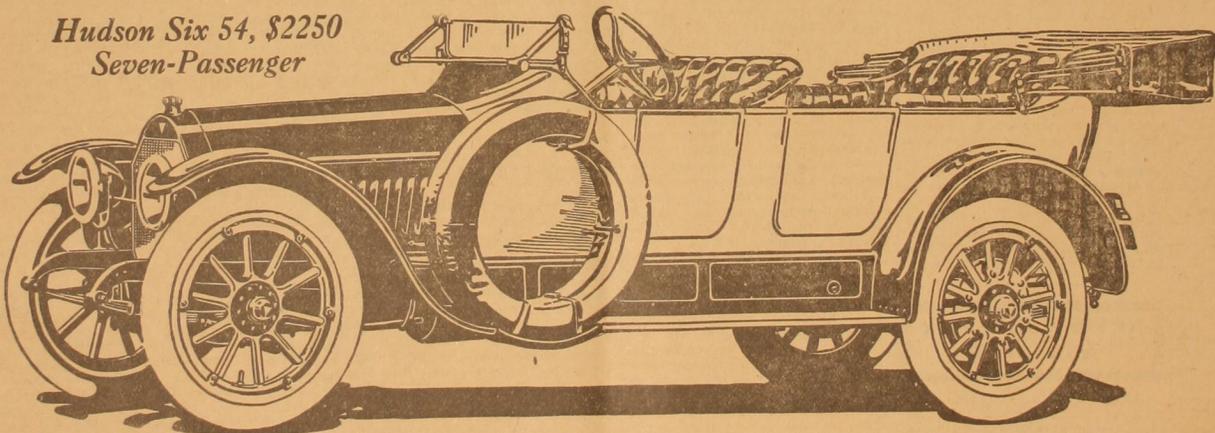
Closely Allied.

Men often mistake the fear that they will be found out for conscience.

Fine Job Printing at this Office.

The New Ideal of a Distinguished Car

Hudson Six 54, \$2250
Seven-Passenger



HERE now is a car which typifies the ideals of the time. This streamline body—this long, sloping hood—this absence of angle at the dash—this low-hung chassis—these crowned fenders—this placing of extra tires so the front doors are left clear—these things belong to the car of today.

The consensus of the world's best opinion is that this type of car marks the coming ideal car. These are radical changes but they are coming as surely as foredooms came—and as suddenly.

All the best foreign cars—English, French and German—will this year exhibit exclusively this new streamline body. And all men know that what they adopt in body design becomes the world-wide vogue.

Our designers have added a hundred minor effects. They have Americanized—have Hudsonized—the type. So the car is distinctive. There will be no other just like it. But it embodies what we regard as the highest conception of the modern trend in bodies.

And we believe that every connoisseur will consider this new HUDSON Six the handsomest car exhibited.

Engineering Pauses

We can claim in this car no great advance as regards fine engineering and no HUDSON

owner expects it. Fine engineering has limits. For the past four years Howard E. Coffin and his able engineers have given their best to the HUDSON. Last year they brought Sixes pretty close to perfection. So close that the HUDSON Six jumped in one year into the foremost rank among Sixes.

These men have worked out in this new-model car a vast number of minor engineering improvements. They have added scores of new mechanical features—some of them quite important. But we never expect to build a much better chassis than we built in our last year's Six.

This year's advances lie mainly in beauty, in comfort, in conveniences, in room. We have combined the best in lines, finish and equipment with the best in engineering. We have succeeded in making the HUDSON Six the masterpiece it is.

Now the Ideal Car

We now feel that this HUDSON 54 offers the utmost in every wanted feature. It has the staunchness of steel Pullmans. It has the comfort of Turkish lounging chairs. It has the speed of express trains. It is free from all troubles which annoy the inexperienced.

No man knows how to build a car more

handsome and impressive. No conveniences are absent, no modern features lacking.

And all these things are here included in a Six 54, with seven-passenger body, at the record price of \$2250 (f.o.b. Detroit, Michigan).

The New Features

These are among the new features we bring out in this model. No mention is here made of the countless features in previous HUDSON models which we still retain.

- Seven-passenger body.
- 135-inch wheelbase.
- Left side drive. Right hand control.
- 36x4 1/2-inch tires.
- Extra tires carried—as never before—ahead of the front door. This leaves both front doors clear.
- Four forward speeds.
- Pure streamline body.
- Low-hung body.
- No angles at the dash.
- Wide tonneau doors.
- Gasoline tank in dash.
- Electric self-cranking, with the rapid type of the Delco system built especially for this car.

Powerful electric lights with dimming attachment for city driving. They also act as ordinance lights.

Extra seats in tonneau fold into back of front seat, entirely out of the way.

Jeweled magnetic speedometer in dash, with new concealed noiseless gears.

Every operation and control placed within reach of the driver's hand. Gasoline and oil control, lights and starter.

Individual Yale lock and ignition control, prevents theft of car.

Rain-vision windshield built as part of the car. Genuine Pantasote top. Curtains that are carried in the top can be instantly adjusted.

Electric horn—trunk rack—tire holders—license carriers—everything.

Come See It—Come Today

Come to our showrooms and see this new achievement. It is not merely an improved car—it's a real innovation. It will display to you all the best thought of the day in automobile designing.

Come see it while it's new. Catalog on request.

FERGUSON & NAFFZIGER, Distributors

DWIGHT, ILL.