

POLK COUNTY ITEMIZER

VOL. XXVIII.

DALLAS OREGON JUNE 27 1902.

NO 28.

L. N. WOODS, M. D.

Physician and Surgeon.

Dallas, Oregon.

F. V. B. EMBREE, M. D.

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Office over bank.

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Attorneys-at-Law.

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Solicitor in Chancery.

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Room 3, Weinhard building

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Land titles and land office business a specialty.

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A. J. MARTIN,

PAINTER,

House, sign and ornamental, graining, kalsoming and paper hanging.

DALLAS, - OREGON

MOTOR TIME TABLE.

Leaves Independence for Monmouth and Astoria—
7:30 a.m. 3:30 p.m.
Leaves Independence for Monmouth and Dallas—
1:30 a.m. 7:15 p.m.
Leaves Monmouth for Astoria—
6:30 a.m. 2:30 p.m.
Leaves Monmouth for Dallas—
1:30 a.m. 7:30 p.m.
Leaves Astoria for Monmouth and Independence—
8:30 a.m. 5:30 p.m.
Leaves Dallas for Monmouth and Independence—
1:30 p.m. 8:30 p.m.

R. C. CRAVEN

R. E. WILLIAMS,

W. C. VASSALL, assistant Cashier

DALLAS CITY BANK

OF DALLAS, OREGON.

Transacts a general banking business in all its branches; buys and sells exchange on principal points in the United States; makes collections on all points in the Pacific Northwest; loans money and discounts paper at the best rates; and all interest on time deposits.

VISIT DR. JORDAN'S GREAT

MUSEUM OF ANATOMY

1011 MARKET ST., ASTORIA, OREGON.

The Largest Anatomical Museum in the World. Examine any of the most famous dissections ever made, and see the most complete collection of the human body in the Pacific Northwest. Admission free. Call on Dr. Jordan.

DR. JORDAN'S DISSECTIONS OF MEN

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THE REAL ALTGELD.

PRIDE FROM THE PEN OF ONE WHO APPRECIATED THE GREAT LEADER.

Debs' Tribute to the Memory of One Who Loved His Fellow Man—John Peter Altgeld's One Great Ambition.

John Peter Altgeld has joined Abraham Lincoln in the realm of the immortals. His career was tempestuous and heroic and the end tragic and sublime. The gods must have set the stage for the last earthly act of this intrepid warrior, and most nobly did he fill the leading role. When the last word of his impassioned plea for liberty died upon his eloquent lips, the climax came, and the curtain fell upon another martyr in the great drama of humanity.

John Altgeld was born in the throes of revolt. A thousand years of feudal tyranny were culminating. The fatal year of 1848 had a violent temper. It rocked the cradle of the babe that was destined to become the tribune of the people.

The leader, how fallen, never took a backward step, never subordinated principle to policy, never sacrificed conviction to attain his end. He was fearless, he was determined, and he was incorruptible.

John P. Altgeld was in the highest sense a statesman; he was a daring leader and a fiery and intense orator, whose eloquent and lofty appeals inspired the multitude.

His noblest and therefore greatest official act was the opening of the doors to liberate innocent victims of corporate tyranny. If the gods have to do with politics, they ordained the election of John P. Altgeld for this incomparable service to humanity.

Through the ruin of fire he walked with steady step to the hideous battle's doors, nor faltered once until the captives walked forth men. His official robes turned to ashes in the ordeal; but, lo! the flame of humanity to which our hero bared his head is even now becoming the nerve of his fame.

The robbers of the people, the strangers of liberty, the foes of humanity, feared and hated him. The fawning sycophants of wealth, the time-serving mercenaries of power, slandered him. This was the measure of his greatness.

The few honest men who knew John P. Altgeld loved him. He was genuine; he was true. He could look God and man straight in the eye.

The grandchildren of his slayers will seek his works for knowledge and inspiration, and to coming generations he will speak forever.—Eugene V. Debs in Tolson.

"My most vivid recollection of the late John P. Altgeld," said Luther Laflin Mills in speaking of the death of the former governor to a Chicago Tribune reporter, "is connected with a conversation that I had with him when he was on the Cook county bench. I had been trying to catch Mr. Altgeld's court, and when the time for adjournment came was about to leave, when the judge said: 'Hold on, Mr. Mills. I want to see you in my room a short time if you are not in a hurry.'

"We sat and talked for close to an hour, mostly on political and social topics. I finally got up to go, and while I was putting on my coat Mr. Altgeld sat and looked at me in a reflective kind of way. I stepped up to his chair and said abruptly: 'Mr. Mills, I have just one great ambition in this world.'

"And what is that, Mr. Altgeld? I asked.

"He stretched out his arm and responded slowly, 'To uplift the working man and turn his face toward the sun.'

"I'll never forget that episode. There was nothing of the chaplain or theatrical about the judge's words or manner. It was the honest expression of a man who thought and felt deeply; and whose feelings at times demanded the utterance of strong words."

THE CARE OF ROADS

IMPORTANCE OF SELECTING A GOOD HIGHWAY COMMISSIONER.

He Should Devote His Entire Time to the Work and Know All About the Conditions—Wide Tires Preserve Highways.

W. Pierpont White, secretary of the Oneida county (N. Y.) League For Good Roads, in speaking before the Utica chamber of commerce recently about roadbuilding said:

"In roadbuilding the main object is to get the greatest length of the best road for the least money. The best road will have the location which will give the least drainage and the easiest grades and will serve the most traffic.

The best road will have the design and construction which will give a perfectly drained bed of dry earth supporting a smooth and water tight surface. This will enable it to shed water with least change, to carry traffic with least wear, to carry heaviest loads with least effort, to carry light loads speedily and with least jolt. The best location and design of a road can only be made after a thorough survey and careful location by a civil engineer who has had experience in designing and building roads.

"The man who has charge of the roads in a town is called the highway commissioner. What kind of a man should we have as highway commissioner? We want a man who is free to give his entire time to the care of the roads from one end of the highway to the other."

Workingmen and working women never had a truer friend; he yearned to see them happy and consecrated all he had to make them free.

He paid the penalty of all the earth's redeemers. Socrates was poisoned, Christ crucified, John Brown strangled, Lincoln assassinated and Altgeld stabbed by a million venomous tongues.

The grandchildren of his slayers will seek his works for knowledge and inspiration, and to coming generations he will speak forever.—Eugene V. Debs in Tolson.

"The highway commissioner must be a man who can start in the spring of the year with a plow, opening the ditches on each side of the road. This in a town of sixty miles of highways gives him a furrow 120 miles long to be opened at the melting of the snow in order to take the water away from the surface of the road. This work must be followed as soon as the earth is dry enough to handle by his team and the road scraper. The road should be made wide enough for two teams to pass easily and crowned to a sufficient height to throw the water easily to the ditches. Too high a crown produces ruts when the road is used. Too low a crown holds the water in the center of the road. The most satisfactory crown calls for a rise of six inches in the center of an eighteen foot road. This will throw the water fast enough to keep the road from getting soft and does not expose the road to rutting.

"The sluices in each town should be numbered and a record kept of them and the dates when repairs are made on them. Wooden sluices should be done away with and iron sluices or the sluices put in their place. The continued renewal of wooden sluices is a constant expense to the town, whereas the introduction of tile or iron sluices would soon provide the town with permanent sluicing, and very little expense would be incurred from year to year in their maintenance. The highway commissioner must see to it that the loose stones are removed from the highways at least once in thirty days, and a prudent man does it oftener.

"The highway commissioner should be an active, energetic man, capable of engaging and discharging men in the use of the road machines, capable of building a ditch so that he won't try to run water up hill, capable of figuring on masonry for culverts, capable of handling any small contract and able to lay out his work from year to year so that the roads can be constantly improved through the operation of a systematic plan of development. When you have a good highway commissioner, never let him out of office.

"It is worse than useless to create expensive and valuable highways to have them only cut to pieces by the use of narrow tires as now used for the hauling of heavy loads in this state. When you have got a good thing, it costs you money, and you must take care of it and change your methods to help maintain it. Wide tires are of the greatest value in preserving ordinary dirt roads. A state wide tire law should be passed, simple in its requirements, positive in its enforcement and going into operation two years from this date in order to permit every wagon to have ample time to adapt his wagon tires to the new law in the interest of road maintenance."

FRIENDLY AID.

Jinks—See here, old boy! You ought to do something to reduce your flesh. You are becoming fearfully stout.

Minks—Say, Jinks, you are about the fourth friend who has made that offensive remark today, and I'm getting tired of it. It worries me.

Jinks—That's all right. Worry reduces flesh.—New York Weekly.

POULTRY IN PETALUMA.

A California Town That Is Given Over to the Production of Eggs.

The town of Petaluma is ruled by 500,000 hens. They rule as long as they produce eggs. When they are past that stage of usefulness, they are put out of the way somehow, perhaps sent to San Francisco boarding houses, and a younger generation of rulers take their place.

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Gray?

"My hair was falling out and turning gray very fast. But your Hair Vigor stopped the falling and restored the natural color."—Mrs. E. Z. Benomne, Cohoes, N. Y.

It's impossible for you not to look old, with the color of seventy years in your hair! Perhaps you are seventy, and you like your gray hair! If not, use Ayer's Hair Vigor. In less than a month your gray hair will have all the dark, rich color of youth.

11.00 a bottle. All druggists.

If your druggist cannot supply you, send to us and we will express you a bottle. Be sure and give the name of your nearest express office. Address, J. C. AYER CO., Lowell, Mass.

Gray?