PRINTING ONCE IN DISFAVOR

Followers of the Art Have Been Known to Expiate Their "Crimes" on the Gallows.

On the 12th of July, 1560, Martin Lhomme, one of two who were hanged in the Place Maubert by the decree of the parliament, suffered because he had published a writing entitled "Epistre envoyee au tigre de la France" (A letter directed against the Tiger of France), a satire directed against the cardinal of Lorraine, then all powerful, which had probably been imprinted at Basle in Switzerland, or Strasburg, Germany. The culprit, according to the historian De Thou, was a poor little bookseller, a native of Rouen. While he was waiting at the gibbet, says Charles Winslow Hall in the National Magazine, one of his fellow countrymen, coming into Paris on business, saw him on his way and recognized him. "Then," says Regnier de la Planche, "not knowing why he was condemned to death, he alighted from his horse at a neighboring hostelry, and, seeing the people very angry against the unfortunate man, cried to them, 'Eh, what, my friends, is it not enough that he dies? Leave him to the executioner. Would you like to torment him more than his sentence demands?' They considered the Norman's pity misplaced. He was forthwith arrested, judged and hanged four days later without any form of process in the same fatal Place Maubert."

Policeman's Novel Excuse.

Policemen on trial at headquarters are apt at excuses, says the New York Sun. Former Inspector Williams used to tell of an officer who was charged with having lost his whistle. When asked to explain he said, "You see, I went home last night and put my whistle on the table. I turned round and bless me, one of my kids was choking and nearly black in the face. You see commissioner, he'd swallowed the whistle!" "Is he dead?" asked the sympathetic commissioner. "No, sir," was the reply. "He isn't dead, but he's got the whooping cough, and now every time he coughs the whistle blows and the cop on the post comes scrunning."

Little Left.

"What's the matter here? asked the caller, noticing the barren appearance of the house. "Sent your goods away to be stored?" "No," replied the hostess. "Not at all. My daughter was married last week and she has merely taken away the things that she thought belonged to her."

When Cleaning Furniture.

When cleaning upholstered furniture it is often either impossible or inconvenient to move it outdoors in such a case place a damp cloth over the piece of furniture and then beat it, changing the cloth several times during the process. The dust will adhere to the cloth and will not rise in the room.—Suburban Life.

To the Republican Voters of the Eighth Senatorial District.

I hereby announce myself as a candidate for the House of Representatives of the next General assembly, subject to the Republican primary to be held April 9, 1912.

I had intended not to be a candidate at this time, but the same power and influence working along the lines of destroying local self-government in the counties and townships and centralizing all power at Springfield, is again seeking to control Republican affairs at Springfield, and in fact two months ago commenced a campaign against me and my record at Springfield, especially upon the dairy subject and upon other questions, so that I yielded to the solicitation of many friends that I have over the district, asking me to again be a candidate for the lower house.

In this campaign I shall try to set before every Republican voter and the dairymen of the Eighth Senatorial district the exact situation as to dairy legislation at Springfield; and also along the other lines that have been analogous are fiendishly working to destroy the power of local township, city and county governments in the state of Illinois and establish a great job-holders' trust at Springfield.

I submit in this sheet the question of public roads and whether the local townships are capable of self-government in the management of their own roads, or whether that power should be exercised at Springfield.

The Public Highways to be Controlled from Springfield.

The Highway Commissioners in the Townships Practically Abolished—Local Self Government in Townships Wiped Out.

Class 1—Roads—"Roads connecting the principal points in the county following the most traveled route".

Would mean the substantial amount of Township Taxes expended for a great Automobile Highway.

Do You Believe the Townships are Capable of Managing and Controlling Their Own Roads?

The following is what the State Administration and Senator Olson are willing to give in bartering away local self-government for a small amount of automobile money—only a sufficient amount to pay salary of Superintendent of Roads—the county would have to pay his necessary transportation charges, including livery hire, express, telephone and telegraph charges, in addition to his necessary traveling expenses in the county.

Read Senate Bill No. 175.

A bill for an act creating County Superintendent of Roads in each county of the state and prescribing his duty.

Introduced by Mr. Landee, in Senate February 10, 1911.

Section 1.—That there be and is hereby created a Superintendent of roads in each county of the state, to be appointed as hereinafter provided.

Section 2.—Whenever the board of supervisors or county commissioners shall suggest to the governor the name or names of persons for the office of county superintendent of roads, it shall be the duty of the governor to appoint—from such names—a county superintendent of roads, provided the governor shall have previously received from the state highway commission its approval in writing of the candidate or candidates under consideration for appointment; and no appointment of any county superintendent of roads shall be made without such approval; and provided, further, that no person shall be appointed as county superintendent of roads who has not had at least three years practical experience as a civil engineer, and that preference shall be given to graduates of recognized colleges of civil engineering.

Section 3.—The county superintendent of roads shall hold office during the four years after the first of January of the calendar year in which such appointment is made. He may be reappointed, provided he receives the approval of the state highway commission.

Section 4.—State highway commission may remove such county superintendent, and his successor shall be appointed as herein provided.

Section 5.—Provides for salaries.

Section 6.—The county treasurer, upon presentation of vouchers approved by the county board, shall pay from any county funds, the necessary traveling expenses of the county superintendent of roads while in the actual performance of his duties, such expenditures to include only necessary transportation charges, including livery hire, express, telephone and telegraph charges.

Section 7.—Board of supervisors must provide him with a suitable office in the county court house, with suitable furniture, including light, heat and stationery for office.

Section 8—County superintendent of roads shall classify the public highways in his county in three classes:

First. Roads connecting the principal points in the county, following the most traveled route.

Second. Roads which shall include all the principal roads leading to the main roads.

Third. Roads which shall include all by-roads and roads otherwise included in the first and second class.

Section 10.—Maps, charts, etc.

Section 11.—Maps, charts and plans required to receive the approval of the state highway commission.

Section 12.—It shall be the duty of the county superintendent of roads to inspect roads and bridges in his county and make a report thereon to the state highway commission; such report to include recommendations for the improvement of the roads and bridges, the location of available road building materials, together with such samples of the same as the state highway commission may require for the purpose of the tests, which tests shall be made by the state highway commission upon request of the county superintendent of roads.

Section 13.—It shall be the duty of the county superintendent of roads to advise with the township highway commissioners in regard to all expenditures for roads and bridges, and no work shall be undertaken by the township officials or road district officials, as the case may be, without the approval of the county superintendent of roads. The county superintendent of roads shall be in charge of the construction of all bridges on public highways outside the limits of incorporated cities and villages, and it shall be his duty to make specifications for all road and bridge work, and no money shall be paid by either county, township or road district officials for any bridge construction, unless the vouchers for such expenditure are approved by the county superintendent of roads. The county superintendent of roads shall not execute any specifications or plans for bridges nor have any work constructed to cost over $500 without previous approval of such plans and specifications by the state highway commission.

Section 14.—The county superintendent of roads is directed to approve work, first, on the first-class roads, to the end that they may be put in as good condition as possible; then approve work for the second-class roads, and finally on third-class roads.

Section 15.—The county superintendent of roads shall make annually to the state highway commission a complete detailed report of all work done under his charge. Such report to show definite location of the work, its nature, character of materials, together with complete cost data, which shall show, of any work done by day labor, the cost for labor and materials separately, and a copy of such report shall be sent to the board of supervisors or commissioners, as the case may be. The county superintendent may be a resident of the county or a resident of any other county in the state of Illinois. Residence in the road not required.

Senate journal 1911, page 573.

This bill passed the Illinois State Senate upon March 29, 1911. Senator Olson voting for the bill.

The bill was defeated in the house.

The above was an administration measure and urged and insisted by Governor Deneen, and received the support of Governor Deneen's friends in the senate.

See new Era in Roads. State Engineer Discusses Plan.

Chicago Daily News, Tuesday, February 27, 1912.

A. N. Johnson, state engineer of Illinois, and chairman of the association, discussed the road building.

"We are confronted by a double problem," he declared. "We are paying for the present and the future as well. We have seen the advance in the last ten years, an advance due almost wholly to automobile and truck traffic—mostly for semi-pleasure jaunts—until now, however. From now on our problem is one of practical traffic. Road maintenances in states like New Jersey have increased ten times in cost in as many years. Where the up-keep of the former type of road cost $75 to $80 a mile, at present the cost is $500 to $800 a mile.

"We can't plan for the present alone. We know traffic is increasing. A daily haul of six miles used to be the average. What is it now with automobiles and trucks? Why, sixty miles would be a moderate estimate. The wear and tear on the roads by pleasure cars will be nothing compared to that of heavy trucks when they are adopted more generally."

During the last four years, at every regular session and at two special sessions called for that purpose, the state administration has endeavored to pass a measure bonding the state of Illinois in the sum of twenty million dollars, to construct a deep water-way, develop and develop water power and buy water power sites on the Illinois river, for which there would not be one dollar's worth of compensation, consideration or benefit to the people of the Eighth Senatorial District. The proportion of this bond issue, with the interest upon the bonds during the time of construction, would mean a bond issue upon

Lake County of	$215,504 94
McHenry County of	178,921 09
Boone County of	87,894 73

Senator Olson has voted for these bills. They have been state administration measures, and at each time have been defeated in the Lower House.

Next week I shall have something to say upon the question of taxation and tax assessments.

Very respectfully,
EDWARD D. SHURTLEFF.

Nineteen Miles a Second

without a moment's absence or disturbance, is the awful speed of our earth through space. We wonder at such ease of nature's movement, and so do those who take Dr. King's New Life Pills. No griping, no distress, just thorough work that brings good health and fine feelings. 25c at the Barrington Pharmacy.

Wakefield Farm

Pure Bred, Registered Holstein-Friesian Bull Born March 31, 1911

Come and see him. Price reasonable. Sired by a son of DeKol 2nd Butter Boy 3d who has more sons and daughters in advanced registry than any other bull. Dam, Tettje Soldene Tiona, in Wakefield Farm herd. Will be tested next time she freshens which will add to value of bull.

THE MENU

will not be complete without serving that delicious Gibbs' Special ice cream. Furnished for all occasions by brick or by the gallon if ordered within reasonable-time. Also fine candies.

F. O. STONE

I CATER TO PARTICULAR PEOPLE

Take Your Choice of Meats

at this market. You cannot go wrong whatever you select. You'll know that when the meat you buy sends forth it's appetizing odor.

Alverson & Groff

Tailor Made Suits are the Suits that Suit

When you buy ready-made clothes you get a questionable fit and a pattern worn by many others. Tailor made suits —suits made for *you*, not for a man of *about* your height and build—are the only kind which will dress you correctly and stylishly. One-half of the men in this vicinity wear tailored-to-order clothing, and a large percentage of them have been getting their suits made here. (proof that our work is satisfactory). If you are not among this number you should be for your own benefit. Call and see the remarkable line of smart Spring and Summer Fabrics from which you may select an individual pattern.

H. B. Banks & Co.

We guarantee to please you

¶The announcement of Miss Jukes' early spring and summer Millinery Opening will occuy this space next week

SELECTED FISH.

The housekeeper's choice is limited of course, to what the retailer offers but if our FISH is examined it will be seen that there is little choice between them. All are so good---fresh, plump, and sweet,--- that one will prove as worthy as another.

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