

WILLIAM D. EVANS was born in Marquette County, Wisconsin, May 10, 1852, and died in Hampton, Iowa, May 4, 1936. Burial was at Hampton. His parents, Evan J. and Ann (Davis) Evans, removed their family to Williamsburg, Iowa, in 1858. He grew to manhood there and received his primary education in its public schools. When sixteen years old, owing to the illness of a teacher of some of his classes, he substituted as teacher for considerable time. When seventeen he taught at Marengo, and for a few years followed teaching. In 1873 he entered the State University of Iowa. While a student at the university he taught school, and was also an instructor in a number of teachers' institutes during vacations. In 1875 he organized a high school at Geneva, near Hampton, and taught there. He was graduated from the liberal arts course of the university in 1878, fully intending to devote himself to the profession of teaching, but being disappointed in securing the kind of position he wanted, concluded to take a law course, which he did, and was graduated from the Law Department of the State University in 1879. As one of the places he had taught in institutes was at Hampton, and realizing he was considerably acquainted there, after his admission to the bar, located there in 1879, forming a partnership for the practice of law with T. B. Taylor as Taylor & Evans, which partnership continued for twenty-three years, or until he was elected judge of the Eleventh Judicial District in 1902. During the year 1907-8 he was law lecturer at the State University. He remained on the district bench until 1908. On July 9 of that year Charles A. Bishop, a justice of the Supreme Court, died. On September 19 Judge Evans was nominated by a specially called Republican state convention to nominate a candidate for the vacancy. On September 17 Governor Cummins appointed him to the vacancy, and he was elected in November, and by reason of re-elections he served until December 31, 1934, over twenty-six years, the longest career on the Supreme Court in the history of the state.

The foregoing is the brief biography of a great citizen of Iowa who has passed away. However, it but faintly expresses the true history of this very remarkable man. Justice Evans was not a politician in any sense of that term. He had no aspirations for political preferment. He sought only to serve in his profession. He was an able advocate at the bar, and an ideal trial judge. His greatest service, however, was during his long tenure on the Supreme Court. He brought to his work a profound knowledge of the law and a fearless and conscientious desire to administer it with the highest ideals of justice. During his long service on the Supreme Court, many new and intricate problems came before that tribunal. He brought to their solution a wealth of legal knowledge and also a keenness of analysis and a foresight that was invaluable to his colleagues and of inestimable importance to the people of this commonwealth. The author of more than two thousand opinions, he wrote on every branch of the law, and his opinions were always clear, definite and illuminating. Aside from his great legal

ability and untiring industry, he was a citizen of the highest character and the most lofty ideals. He was utterly incapable of aught that was little or undignified. He was ever the Christian gentleman, thoughtful and considerate of the opinion of others, but unswerving in what he believed to be the right. His marvelous contribution to the jurisprudence of Iowa will last through the centuries yet unborn.—F. F. F.

ELMER MARSTON WENTWORTH was born at Newfield, York County, Maine, May 8, 1861, and died at Mount Dora, Florida, April 12, 1936. Burial was in Pine Hill Cemetery, Dover, New Hampshire. His parents were John Norris Wentworth and Nancy Titcomb Wentworth. He grew up on a farm but received public school education in Dover, New Hampshire, the family having removed there. He was graduated from the Dover High School in 1879. For a few years he worked for True & Leighton, pork packers of Portland, Maine, and for ten years for Samuel W. Allerton, wholesale dressed beef and provision dealer, as district manager. In 1893 he entered the employ of the Pennsylvania Railroad Company, removed to Chicago and became general traveling agent of that company. In 1894 he removed to Marshalltown, Iowa, and in 1896 to State Center. Mr. Wentworth's duties with the railroad company brought him into contact with leading agricultural people. From 1899 to 1901 he was president of the Improved Livestock Breeders' Association, and from 1909 to 1913 was a member of the State Board of Agriculture of Iowa, now the State Fair Board. He also participated actively in the dairy organizations of the state during those periods. He was an ardent Republican and from 1894 to 1918 he participated in many political campaigns. He made a notable gold standard speech in the McKinley-Bryan campaign, and as an outgrowth of this speech there was formed the Traveling Men's Republican Club. The policy of his employing company prevented him from accepting political positions, although he was at different times the recipient of flattering offers of support. He very actively supported Senator Cummins and also Senator Dolliver in their campaigns. Few men of Iowa had met and personally known more men of state and national prominence than he had. Although Mr. Wentworth went no further in scholastic training than high school he was a well educated man. He acquired an extensive private library and became familiar with much of the best in literature. In public speaking he was master of a vocabulary of choice Anglo-Saxon derivation which aided him to give clearness and vigor to his utterances. He was a man of large talents and impressive physical strength. One of his many activities was in the Society of Sons of the American Revolution, being president of the Iowa society in 1911, and president-general of the national society for two years, 1916 and 1917, and a member of its executive committee twenty-two years. During his presidency of the Iowa society he inaugurated the observance of Constitution Day. From January 1, 1918, until March 1, 1920, the railroads were operated by the Federal Government as a war measure, and during

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