

was initiated into membership of the P. E. O. sisterhood. Her influence in that organization grew so that in 1909 she was elected state president and served one term, a year, and in 1927 was elected national president of the organization and served one term of two years. Mr. Miller, who had been prominent politically, and was the Democratic candidate for governor in 1926, died in 1927. Mrs. Miller did not take active part in politics until in 1932 when she advocated the nomination of Franklin D. Roosevelt for president. That year her name was placed on the Democratic ballot for secretary of state, she was nominated, and elected that fall, was re-elected in 1934, and again in 1936, leading her ticket in the general election. The automobile license division of the state being in the secretary of state's department, Mrs. Miller became greatly interested in trying to prevent so many automobile accidents, and in 1934 established a trial highway patrol of fifteen uniformed men, and in 1935, the General Assembly provided for a patrol of fifty men. She made the selections, the men were drilled and went into service in 1935. Mrs. Miller used discretion in the selection of her help, and of the membership of the patrol, desiring efficiency and good character as the chief requisites. She herself had rare qualities of refined feeling, good judgment, and administrative ability, and made a marked success in conducting her office.

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BOHUMIL SHINEK was born on a farm near Shueville, Johnson County, Iowa, June 25, 1861, and died in Iowa City January 30, 1937. Burial was in Oakland Cemetery, Iowa City. His parents were Francis Joseph and Maria Theresa Shinek, both natives of Bohemia. His mother dying when he was a small boy, and his father losing his health Bohumil was at an early age thrown on his own resources. He passed through the school grades in Iowa City and was graduated from Iowa City High School in its first class, 1878, and at once became a student in the State University. During his college days he was frequently employed as a surveyor by the Burlington, Cedar Rapids & Northern Railroad. He was graduated from the University in 1883 with the degree of civil engineer. He was surveyor of Johnson County from 1883 to 1887. He also taught sciences in Iowa Secondary schools until 1888, and from 1888 to 1890 was an instructor of science in the University of Nebraska. In 1890 he returned to his alma mater as instructor in botany, and was regularly promoted in that department until in 1914 he was made professor of botany and head of the department. In 1919 he was made research professor. In 1902 Iowa State University gave him the degree of M. S., and in 1919 the University of Prague, Czechoslovakia, conferred on him the honorary degree of Ph. D. In 1908 to 1913 he was field assistant in the Iowa Geological Survey and is said to have visited every county of the state in that work. His research as a scientist took him to nearly all the other states of the Union and to Nicaragua, Costa Rica, and Mexico. He was a life member of the Iowa Academy of Sciences and was its president in 1904, a life member of the Iowa State

Horticultural Society, and was a member of several national scientific organizations. While he had a national reputation as a botanist, geology appealed to him almost equally. He was an eloquent lecturer and public speaker, and did much work especially among the Bohemians for the allied cause during the World War, and in aiding in organizing the Czechoslovakian government.

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HENRY W. SPAULDING was born in Chelsea, Vermont, June 29, 1846, and died in Grinnell, Iowa, January 20, 1937. Burial was in Hazelwood Cemetery, Grinnell. His parents were Roswell O. and Nancy Pelham Spaulding. When a small boy his parents removed to a farm near Chelsea where he remained until nineteen years old, during which time he secured a common school education. Buying his time from his mother, he began mechanical work and in 1867 built a shop in Chelsea, hired a blacksmith and began to learn the blacksmith's trade, occasionally building a buggy and driving into the country and selling directly to the public. Two years later he sold his shop, worked as a mechanic in different shops, had experience as a traveling salesman, and in 1876 removed to Grinnell. There he established a shop and began in a small way to build and market buggies. The first year he turned out fifteen buggies, by 1883 he was manufacturing about 350 carriages a year, in 1903, 6,000, and in 1909, 10,000 buggies, carriages and spring wagons a year, employing 300 men. During that time he had at various times partners—Phillips & Son, M. Snyder, and William Miles. The company came to be known as H. W. Spaulding & Co., and when his sons, F. E. Spaulding and E. H. Spaulding, came into the business about 1903, it became the Spaulding Manufacturing Company. Before 1910 they had added automobiles to their other production. But the coming of automobiles into general use proved the undoing of their enterprise. After the closing of their factory Mr. Spaulding lived mostly a retired life in Grinnell. He had been engaged in many other activities besides his factory. He was president of the Citizens National Bank, and owned several farms at one time. He aided in promoting many enterprises that were of benefit to Grinnell. He was for a time a member of the City Council, and also served as mayor, and led in such city improvements as a sewer system and paved streets. In 1910 he was elected senator and served in the Thirty-fourth and Thirty-fifth general assemblies. He was a member of the Congregational Church, an active supporter of the Red Cross organization, was a trustee of Grinnell College, and was a generous donor in good causes.

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ARTHUR SPRINGER was born near Columbus City, Louisa County, Iowa, September 30, 1855, and died in Wapello, Louisa County, December 9, 1936. His parents were Francis and Nancy Coleman Springer. His early education was secured in the public schools of Columbus City Township, Louisa County. He also attended the Collegiate Department of the State University of Iowa, and was graduated from the Law

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