

JUST "TAMA JIM."

THAT'S WHAT THE FARMERS CALL SECRETARY WILSON.

An Interesting Man with a History Filled with Interesting Experiences - He's a Practical and a Scientific Farmer - Honors Thrust Upon Him.

Friend of the Farmer.

The present head of the Agricultural Department is an interesting man and has a history filled with interesting experiences. Tall, slender, gray, rugged in appearance, with a Scotch accent which has clung to him since his arrival in this country in childhood, he is a typical representative of what sturdy integrity and unending will can accomplish.

As a member of Congress this Iowa farmer performed an act of abnegation, every whit as knightly and heroic as the inspired, inspiring selfishness and nerve of the grimy man in dungarees who "held her nose agin the bank till the last galoot" got ashore.



SECRETARY WILSON.

eight Congress, when Grant lay dying at Mt. McGregor. It was a Democratic House, Carlisle was the Speaker. A bill was introduced restoring to Grant the rank of general.

"Tama Jim," for several previous terms a representative from Iowa, now held his seat provisionally. It was contested by Ben, Frederick, his Democratic opponent. A contested election case has the right of way in Congress.

Then "Tama Jim" rose to the height of Arthur in his hall. Did he understand that the mere question as to whether he was to be permitted to retain his seat in Congress stood in the way of a nation's exhibition of common gratitude to its preserver?

RECALLS CLEVELAND'S RECORD
Ex-President is Reminded of His Own Party's Delay in Tariff Legislation.

Among his old associates in Congress Secretary Wilson is still affectionately known as "Tama Jim." The nickname was conferred upon him because during his service as a Congressman there was in the House another representative from Iowa named James F. Wilson.

Mr. Wilson, at the very beginning of his career as a member of the lower house of Congress, was the spokesman of the agriculturists of this country in urging the erection of the bureau of agriculture, as it was then called, into a separate department, with a cabinet officer at its head.

The Man as He Is.
"I came here to work for the man with his coat off," said Mr. Wilson.

man with his coat off himself all his life. His big, muscular, horny hands show it; his slow, heavy gait, as of a man measuring the distance between furrows, proclaims it; so do his tall, rugged, but somewhat stooped figure, his lined, wind-swept countenance, his steel blue eyes, their singular brightness eloquent of life in the open fields, the lids habitually drawn together by a lifelong evasion of the glaring brilliance of the harvest sun.

In his labor-acquired physique, his speech, his manner, his movements, every one of Mr. Wilson's seventy-three inches unmistakably proclaims him a farmer; he is a fine-looking, generous, sturdy-looking figure of a man who knows what the dome of heaven looks like at sunrise.

"Among the men with their coats off," said Mr. Wilson the other day, "are the dairymen of this country. They are just setting about to tackle one of the biggest jobs they have ever undertaken, and if I have any kind of gift of prophecy, they're going to win. The problem is this: England is buying \$65,000,000 worth of foreign butter a year.

Secretary Wilson puts in from nine to ten hours a day at his department. He belongs to the careful, plodding type of workmen. He likes to make the drafts in his own handwriting of the more important letters and documents to which he appends his signature.

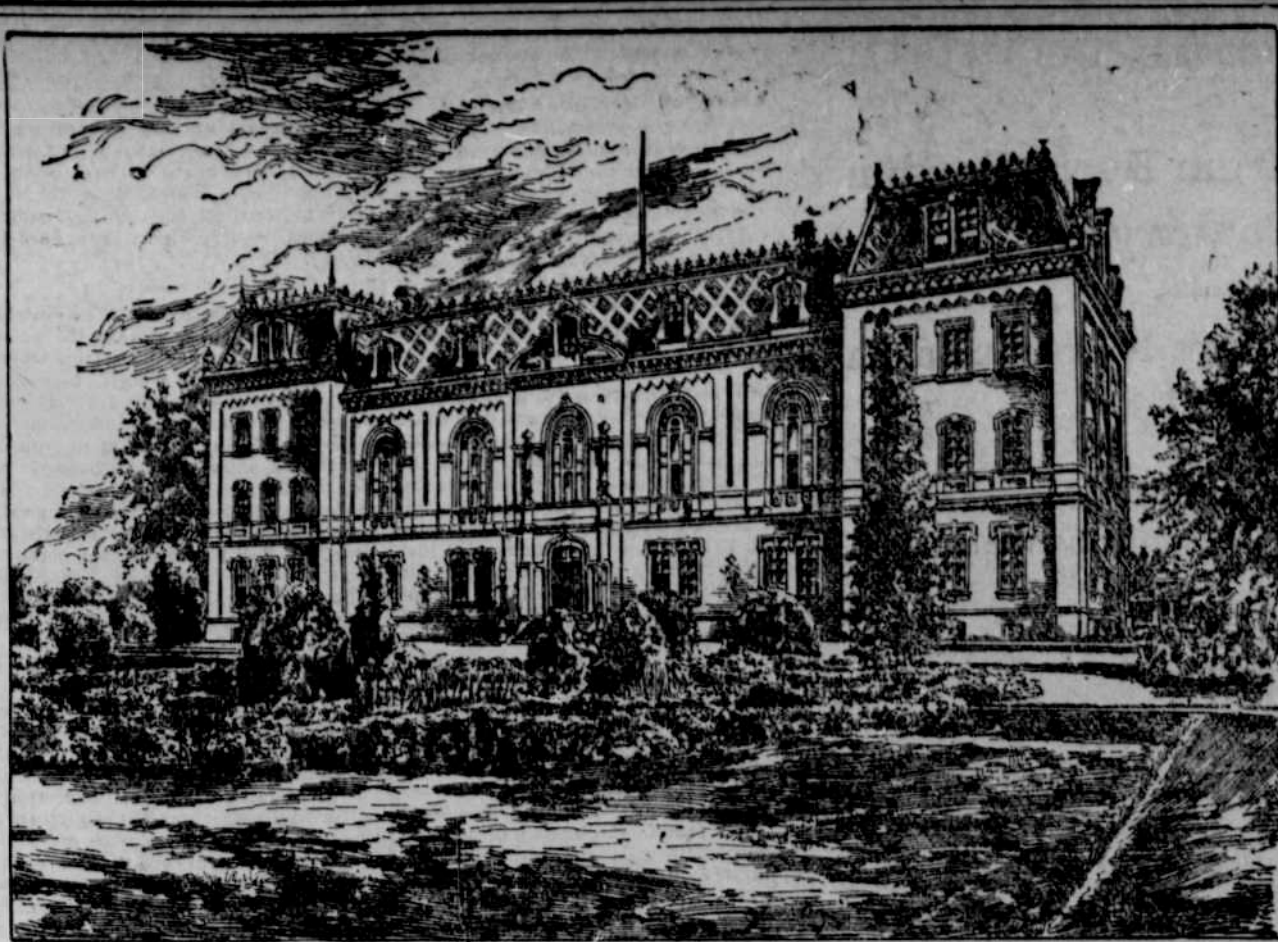
Being a scientific farmer, as well as a practical one, Mr. Wilson says that he feels as much compelled to keep up with the latest writings of scientific farming as the ambitious physician is obliged to follow the current developments in his profession.

A Chilly Year for Silver.

This has been a chilly year for the silver cause. The population of the nations which have rejected the silver standard in the past year is more than three times as great as that of all those taking this step during the ten years previous.

Cleveland's Little Joke.
Nobody ever before suspected Mr. Cleveland of being a humorist. Upon no other theory, however, is it possible to explain his assertion made in his New York speech the other night, that his party "defends the humble toiler against oppressive exactions in his home and invites him to the utmost enjoyment of the fruits of industry, economy and thrift."

POOLING LAW NEEDED
RAILROAD INDUSTRY KILLED BY IGNORANT LEGISLATION.
Absolute Necessity for a Pooling Law if the Roads Are to Prosper and Continue to Give Work to Their Eight Hundred Thousand Employees.



DEPARTMENT OF AGRICULTURE.

No officer of the new administration attracts more attention than the Secretary of Agriculture, and as a consequence no department home is more inquired about than the handsome building in which "Tama Jim" Wilson toils from early morning until long after the close of ordinary business hours.

The department maintains at least one correspondent in every county in the United States, through whom statistics of quality and quantity of crops are forwarded to Washington, to be there distributed by means of monthly and yearly reports.

West Virginia, Pennsylvania and Colorado, accompanied by riots and the use of troops to suppress violence, in March; strikes in Ohio, Pennsylvania, South Carolina, Alabama and on the Pacific coast, accompanied by riots, which were suppressed by State troops, in April; bloodshed and use of troops in Pennsylvania in May; strikes and riots in Maryland, Montana, Ohio, Alabama, Wisconsin, Pennsylvania and Michigan, which were only suppressed by the use of troops, in June; strikes in Chicago, Indianapolis and elsewhere, followed by use of troops, in July; strikes in New York, Massachusetts and other Eastern States prior to final enactment of tariff law on Aug. 28, 1894.

The farmer is likely to be well taken care of by that dignified body, the United States Senate. The tariff bill, reported from the Finance Committee of that body, has added a duty of 1 1/2 cents per pound on hides, increased the rate on wool of the third class, and cut out the clause in the House bill which exempted Hawaiian sugar from duties, thus reducing that competition with beet sugar.

Great and far-reaching as are these disbursements, the \$250,000,000 per annum expended in late years, in what may be termed keeping this property in good repair, give employment to hundreds of thousands of track laborers, skilled laborers in our rail mills, locomotive, car and machine shops, and so on through an immense range of trades and occupations.

Disturbance of Commerce.
Not only do the continued attacks on railways thus fall heavily upon the industries of the country at large, but they bring about a disturbance of commerce, and cause men who would otherwise put their money into co-operative industries to withhold it, and thus cripple existing and prevent new enterprises of all sorts.

THE FARMERS AND PROSPERITY
Some Sensible Suggestions, Even if They Do Come from the East.
The common cry from the various Democrats floating around in cold and muddy water since the flood of November, that may be placed in language easily comprehended, is as follows:

The fences to keep off cattle and the sign posts to warn people at railway crossings cost over \$3,500,000 per annum, or more than the legislative branch of the national government. Even the newspapers and printers are deeply interested, for \$8,500,000 was spent in printing and advertising. The United States Postoffice Department is considered an important business, and yet the aggregate expenses of that department in 1895 were \$90,544,322, while for repairs and renewals of locomotives, passenger and freight cars our railways expended in the same year \$93,707,889.

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Railroad President's Views.
Mr. E. B. Thomas, in response to an inquiry from the Washington Post regarding his views as to the relation of the railroads of the country to the prosperity of the people, and particularly as to his views upon the pooling bill now before Congress, says:

There exists in the public mind an apprehension that the railroads are opposed to the public interest, and that any legislation which restrains railways is of necessity for the good of the people at large. This mistaken idea has had much to do with shaping the State legislation that has in many instances so severely crippled railway enterprise, and, in a large measure, this impression was prevalent when, ten years ago, Congress took its first step in dealing with the railway problem.

Largest Employers of Labor.
Railways are not only the largest employers of labor direct, but they are enormous purchasers of supplies. If the railway system of the United States were even fairly prosperous the amount of money it would annually distribute over this broad land would exceed \$1,200,000,000. Comparing our railways with our national government, which is regarded as a pretty big business, we find that the Government disburses on an average about \$400,000,000, or one-third as much as our railways. Take the Erie Railroad system as an example: With a gross income of about \$30,000,000 per annum, it distributes in wages among about 30,000 employees, over \$16,000,000, and for material nearly six millions, the greater part of which goes to the labor producing the manufactured articles.

Vast Sums Annually Expended.
Great and far-reaching as are these disbursements, the \$250,000,000 per annum expended in late years, in what may be termed keeping this property in good repair, give employment to hundreds of thousands of track laborers, skilled laborers in our rail mills, locomotive, car and machine shops, and so on through an immense range of trades and occupations.

The men responsible for the work have used their best judgment, given their best thought, and many of them the best years of their lives, in honest endeavor to make the most of the enterprise in which they have embarked. Are not the purposes of this industry as necessary and legitimate, are not its owners entitled to as fair a return upon their investment as other industries? Are not its officers and employees as honest, efficient and patriotic as those in other vocations? Why not give them a fair chance? Out of the com-

plex problem presented there has developed the question of moving a ton of freight a greater distance for a less sum of money than any other country. Our passenger service, in speed, comfort, regularity and safety has been the admiration of the world. Let Legislatures, the press, and the public give fair support to this great industry, helping to conserve instead of to destroy, and the railroads of America will make such progress as will wring admiration and praise from even their unfriendly critics.

To Prevent General Demoralization.
Though the present outlook is far from encouraging, and the recent decision of the Supreme Court declares that all attempts at uniform action are illegal, we seek for no legislation that will increase rates or add to the burden of the general public. The proposed pooling bill recently introduced in the United States Senate by Senator Foraker of Ohio means at the best a sort of breakwater to prevent general demoralization. It is the best measure thus far devised to legalize freedom of agreement between competing lines so that all shippers may secure just, reasonable and uniform rates. In the national Legislature of ten years ago the necessity for uniform action regarding railways was recognized, and this measure is only taking up the question where Congress laid it down and carrying the legislation a step further.

The proposition which has been suggested by some theorists for enlarging the Interstate Commerce Commission and permitting it to initiate rates would be a fatal mistake, and a system based upon such an idea vicious in the extreme. The railways not only have the ability, but the facility to make rates. It is expert work, requiring judgment and a thorough knowledge of all local conditions. To have the rate-making power removed to Washington and absolutely fixed by a commission, no matter how able or how honest, would work incalculable injury. It would be far better for the Government to purchase the railways and assume the whole responsibility than for the Government practically to undertake the regulation and management of the property of private individuals. This is undoubtedly the most mischievous proposition thus far evoked by demagogues and anarchists for the wiping out of the capital invested in railway enterprises. It would simply be unendurable, and lead to rate complications heretofore unheard of, even in our present imperfect system. The possibilities of corruption would be tremendous, the pulling and hauling at Washington for favored rates for special communities would bring the whole system down with the weight of its own folly and impracticability.

Would Benefit the Whole Country.
In the bill referred to, the public, the shipper, the railway employe and the railways have all been fairly considered. It becomes a law the results must be beneficial to the whole country, because of railways penetrate all parts of the republic. Congress should, therefore, approach it in a spirit of fairness and justice, and not with temper and political prejudice. It is an honest effort to adjust satisfactory difficulties that have grown up by reason of the magnitude of our transportation industry and the newness of our common country.

And the answer is that the farmers have not been making anything and the want more money, and mean to have from one party if not from another, the Republicans do not give them aid, the farmers will turn the whole Government over to the Populist Democratic party, and that is just what is in the wind now.

How are the farmers to be compensated? There is one sure way. It is the establishment of home markets through the diversity of industries. We cannot better the condition of farmers by multiplying farmers.—New York Press.