# Supplement HATCHET. JUST "TAMA JIM."

THAT'S WHAT THE FARMERS CALL SECRETARY WILSON.

a 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 unbending will can accomplish. There are so many interesting things to be said "Tama Jim," who gets this title because his home in Iowa was in Tama County, and it became necessary to in some way identify him as against another James Wilson in his own State, that it is difficult to know just where to begin and where to end in writing of him. The Washington Star, however, in a lengthy article published a few days ago, selects a number of unique features in his history and some equally interesting chats with Mr. Wilson.

As a member of Congress this Iowa farmer performed an act of abnegation, of renunciation, every whit as knightly and heroic as the inspired, inspiring selfishness and nerve of the grimy man in dungarces who "held her nose agin the bank till the last galoot" got ashore. It was the action of "Tama Jim" that restored to Grant the military title that he surrendered when he became the civil chief of the nation he had redeemed with the sword. It happened during the Forty-



SECRETARY WILSON.

eighth 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. To throttle consideration of the bill its antagonists resorted

to filibustering tactics. "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. The pretext was seized by the opponents of the urgent measure to give back to the expiring leader his Grant bill, eagerly as they desired to get it through in time, were not willing to sacrifice their colleague from Iowa in order to gain their end, and thus they were in turn compelled to resort to filibustering to prevent the consideration of the election case, which was exactly what the anti-Grant party wished them to do. The Grant bill was blocked, with its beneficiary close to death. 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? Could it be possible that a mere contested election case was to be the boulder on which consideration of so palpable an act of justice was to split? this is the ,case," he concluded, calmly, amid intense silence, "as it unquestionably appears to be, the obstacle is easily removed. Mr. Speaker, I hereby resign my claim to a seat in this House to my contestant, Mr. Frederick." The House rang. Every man in the body joined in the hoarse plaudit that lowed the speech. The anti-Grant men were stupefied, and the Grant bill passed the House amid a hurricane of cheers. It was rushed over to the Senate and imme diately passed by that body; and within an hour after James Wilson, now the Secretary of Agriculture, had made way for Its consideration by surrendering his seat in the House of Representatives the bill was signed by the President and became I law. "Tama Jim" went back to his lowa farm. Among his old associates in Congress Secretary Wilson is still affectionately known as "Tama Jim." The nickname was conferred upon him because during Hs service as a Congressman there was In the House another representative from Iowa named James F. Wilson, afterward, and for many years, a Senator. He died several years ago. To distinguish the two men, "Sunset" Cox fastened upon Secretary Wilson the nickname of "Tama Jim," from Tama County, in which is situated Mr. Wilson's Iowa farm. Mr. Wilson, at the very beginning of his career as a member of the lower bonse of Congress, was the spokesman of the agriculturists of this country in arging the erection of the bureau of agficulture, as it was then called, into a separate department, with a cabinet officer at its head. His word may be taken for it that at that time he never dreamed that he would himself one day be called apon to assume the management of the department he so zealously strove to estab-The farmers of the United States are still burdening President McKinley's mail with felicitations upon his selection of a Secretary of Agriculture.

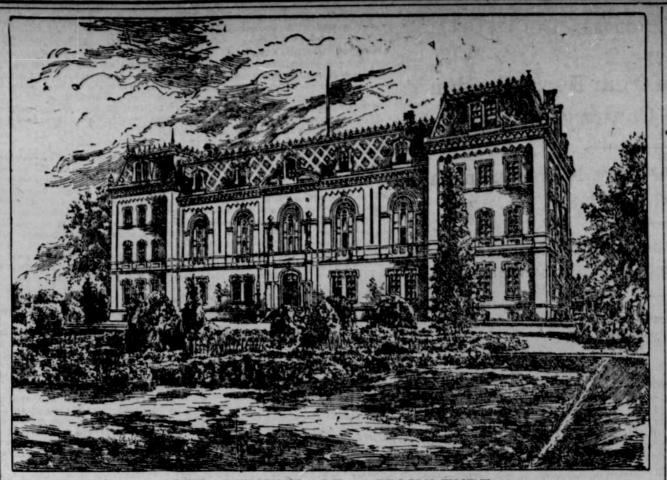
man with his coat off himself all his life. His big, muscular, horny hands show it: his slow, heavy gait, as of a man measuring the distance between furrows, pro-claims it; so do his tall, rugged, but some what stooped figure, his lined, wind-swept countenance, his steel blue eyes, their singular brightness eloquent of life in the open fields, the lids habitually drawn together by a lifelong evasion of the glar-ing brilliance of the harvest sun. The honors he has gained have been thrust upon him; literally by physical force he was dragged from the farm to the forum. Now, summoned from the directorship of an Iowa agricultural college to the head of the national agricultural institution, he still professes to be nothing more than a man in his shirt sleeves, working for the advancement of men similarly divest-

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, generons, sturdy-looking figure of a man who knows what the dome of heaven looks like at sunrise. When the torch of civil war gave forth its first red illumination, young Farmer Wilson was all for seizing a musket and rushing to the front. But the family to which he belonged was large, poor, and needed its men, who were strapped to the plough; moreover, his brother Peter, an older man, wanted to go, and had the law of primogeniture, observed by the Scotch, on his side. The two men drew lots, and Peter went to the war, and died in it. The younger man re-turned to his plodding of the fields, to be seized upon as a parliamentarian by his neighbors a few years later.

"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. The United States supplies perhaps 1 per cent of it, or a little over \$600,000 worth, while little Denmark supplies nearly \$30,000,000 worth, buying American cow feed for the purpose of holding this immense business. We make the best butter in the world. Then why can't we sell at least as much of it to the British people as a little country like Denmark? That's one of the things I am going to find out, if it takes all of the special agents in this department to get me the facts; and it will be one of the surprises of my life if at the end of three or four years we are not furnishing Great Britain with at least one-half the butter she imports."

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. Disaster befalls him when, as often happens, his old farmer friends from Iowa walk in upon him at his office, for a single visitation of this sort eats a considerable hole in his working day; and it does not console the Sec retary to be aware that it is his own fault. He will not let such visitors depart within a reasonable time, much as they protest that they fear they are trenching up on his indulgence. He lines up on a leather sofa alongside a couple of these prosperous looking elderly agriculturists, and there ensues a canvassing of farming matters, treated either theoretically, technically or practically,

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 1894. profession. Hundreds of pamphlets and publications of all sorts relative to matters of the farm reach him every week. and he looks through them all. He has one pet hobby, which, however, is an eminently practical and praiseworthy one, viz., the fostering of the sugar beet industry in the United States. "Why should the United States pay out \$100,000,000 a year for its sugar, when we can easily raise it at home?" is an inquiry he puts to his friends constantly, and before long he intends to make a personal inspection of the most important fields in the country where the sugar beet industry is growing. "Probably next year," said Mr. Wilson, "I shall make a tour of the farming dis tricts throughout the South and Southwest. I am peculiarly a farmer of the temperate region in the Northwest, and must own to a considerable lack of information as to the requirements of the men with their coats off in the sub-tropical regions of the country. But I am going to find out as much about them as I can, and shall probably proceed as far as Califor-nia in the effort."



DEPARTMENT OF AGRICULTURE.

O officer of the new administration attracts more attention than the Secretary of Agriculture, and as a conse-quence 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, in behalf of the farmer. A half century ago a merely nominal sum of \$100,000 was at the instance of the Commissioner of Patents, Hon. H. L. Ellsworth, devoted by Congress for the purposes of agriculture. For two years prior to that this patriotic gentleman had been distributing seeds and plants gratuitously, and for the nine years of his entire term of office he continued this good work. His successors in the Patent Office continued the practice, but it was not unfil 1862 that the Bureau of Agriculture was formally organized. It was not, however, until the beginning of President Harrison's term of office that the head of the Bureau of Agriculture was made a cabinet officer, its chief having prior to that time been termed the Commissioner of Agriculture. When President Harrison elevated the position to the dignity of a cabinet office its head became the "Secre-tary of Agriculture," the position first filled by "Uncle Jerry" Rusk of Wisconsin, next by Hon. J. Sterling Morton of Nebraska and now by "Tama Jim" Wilson of Iowa. The home of the Department of Agriculture is a handsome brick building located upon the mall which runs westwardly from the Capitol, and is about midway between the Smithsonian Institution and the Washington Monument. It is surrounded by spacious conservatories and wide blooming gardens, and every plant and tree in the grounds is indigenous to our native soil, from the luxuriant specimens from the Southern States to the dwarfed and hardy foliage of our northern borders. Good sized gardens occupy the rear of the building, in which are carried on tests of varieties of fruits and plants, experiments in methods of grafting and budding and studies in the diseases of plants. Seeds of new and superior varieties are tested and various and extensive experiments carried on.

on. 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. Specialists are also employed to prepare from these reports instructive articles on suitable topics. The department has been of great benefit to the farming and fruit growing industries of the country in the determination of diseases of plants and trees and in testing remedies for them and distributing information to the country generally. Destructive insects which have threatened to exterminate certain fruit industries have been investigated by the department and means found for their own destruction and check, proving of incalculable benefit to the farmers. As eivilization advances and exchanges are made with foreign countries of commodities and fruits, various insects and foes appear which were in years gone unthought of, and the department is constantly watching and experimenting to be able to meet and counteract the gone unthought of, and the department is constantly watering and experimenting to be note to meet and counteract the work of these destructive foes when they appear. The Agricultural Department is in communication with the leading foreign agricultural societies, and the result has been not only exchange of reports but of almost every known specimen of seed, shrub, vegetable and fruit. The shade trees of our entire country are represented in the grounds, over 1,500 native varieties having been planted. The display of flowers in the grounds is also wonderful and will soon equal any like display in the world.

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: blocdshed and use of troops in Pennsylvania in May; strikes and riots in Maryland, Montaua, Ohio, Alabama, Wiscon sin, 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,

## Why Business Moves Slowly.

The bad effect of the election of Grover, Cleveland and the free trade Congress views upon the pooling bill now before was felt in a single month after the election because the merchants stopped ordering from the home manufacturers in the expectation of getting cheap goods from abroad under a low tariff. The good effect of the election of McKinley and the protection Congress cannot be felt as promptly as was the bad effect of the election of Cleveland, because those same merchants are still buying goods abroad n enormous quantities, and will probably have a year's supply in hand before the new law gets into effect. This accounts for the delay in activity among our manufacturers and for the delay in the business revival which will surely follow the resumption of business by them.

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 Employes.

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 Congress, says:

sey. West Virginia, Pennsylvania and POOLING LAW NEEDED 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 na-tional 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 \$93,707,989. A moment's thought will make it clear that nearly all of this yast sum is annually spent for mechanical la-bor of all kinds, for nearly every branch of industry enters into locomotive and car building. In times normally good you may safely figure on upward of \$100,000,-000 per annum for this purpose as a regular part of keeping the rolling stock of dute a od repair, t say nothing of an additional ten million for other mechanical work incidental to keeping the plants of transportation in good running order. I only refer to these facts for the purpose of showing how intimately the successful conduct of these great properties is interwoven with other industries of the country, and how im possible it is to injure our railways proprties without at the same time seriously injuring almost all other occupations and curtailing the prosperity of the entire na ion. It has been aptly stated that unless the people are prosperous the railroads cannot flourish. Is not the converse equally true; can the people prosper when se arge an industry languishes, when its 800,000 employes are working only part time and its forces are reduced to the lowest possible limit-repairs and replacements postponed to better times?

problem presented there has solved the question of moving a ten freight a greater distance for a less su of money than any other country. "O passenger service, in speed, comfort, re larity and safety has been the admirati 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 Amer-ica will make such progress as will wring admiration and arging from even their up admiration and praise from even their un friendly 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, w seek for no legislation that will increase rates or add to the burden of the gener public. The proposed pooling bill recent. Introduced in the United States Senat by Senator Foraker of Ohio means a the best a sort of breakwater to preven general demoralization. It is the best means thus far devised to legalize free-dom of agreement between competing lines so that all shippers may secure just, reasonable and uniform rates. In the un-tional legislature of the years age the ag tional Legislature of ten years ago the no cessity for uniform action regarding rall-ways was recognized, and this measure in only taking up the question where Co gress laid it down and carrying the legis lation a step further. To hold these prop erties together and to give the people the full benefit (as I have shown) of a dis-bursement reaching nearly twelve hun-dred million a year, we must get neares a uniform management. The work of a railways must, in short, be carried on with uniformity and method. This can best be done by the several railway ay-best be done by the several railway ayas proposed, when the rates are finally agreed upon by the competing roads, and passed by the Interstate Commerce Co mission as reasonable and just, powe should be given to the roads to enforce them. This is a reasonable and fair de mand, and one that Congress should a once grant.

The proposition which has been sugges ed by some theorists for enlarging I Interstate Commerce Commission and permitting it to initiate rates would be 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 experwork, requiring judgment and a thoroug knowledge of all local conditions. have the rate-making power removed Washington and absolutely fixed by commission, no matter how able or h honest, would work incalculable injury It would be far better for the Governmen to purchase the railways and assume the whole responsibility than for the Govern ment practically to undertake the regul tion and management of the property o private individuals. This is undoubtedly the most, mischievous proposition thus fa evoked by demagogues and anarchists fo the wiping out of the capital invested in railway enterprises. It would simply be unendurable, and lead to rate complica-tions heretofore unheard of, even in on present imperfect system. The possi ties of corruption would be trems the pulling and hauling at Washingto for favored rates for special communitie would bring the whole system down wit the weight of its own folly and impra ticability.

Wonld Benefit the Whole Country. In the bill referred to, the public, the shipper, the railway employe and the rail ways have all been fairly considered. it becomes a law the results must be it becomes a law the results must be ben eficial to the whole country, because of railways penetrate all parts of the repub-lic. Congress should, therefore, approac-it in a spirit of fairness and justice, an not with temper and political prejudice It is an honest effort to adjust satisfac-table difficulties that torily difficulties that have grown up b reason of the magnitude of our transpo-tation industry and the newness of our common country.

THE FARMERS AND PROSPERITY

#### The Man as He Is.

"I came here to work for the man with his coat off," said Mr. Wilson. "The man with his coat off" is a favorite figure of his; not unnaturally, for he has been a

## RECALLS CLEVELAND'S RECORD

### Ex-President Is Reminded of His Own Party's Delay in Tariff Legislation.

Somebody with a good memory has takn occasion to remind ex-President Cleveland and the public who read his scold at the Republican party because of its promptness in carrying out its pledges with reference to tariff legislation, of the errible experience of the people of the United States during the eighteen months n which his own party delayed its tariff egislation. This reminder was brought forth by Mr. Cleveland's New speech, in which he criticised the Republi an leaders for their "hot haste" in taking up tariff legislation. The eighteen nonths which elapsed between Mr. Cleveland's inauguration in 1893 and the enact ment of his free trade tariff law included nore than 20,000 failures, with liabilities aggregating more than 500 million dollars; the closing down of over SOO banks; the appointment of receivers for about forty ailroads, whose indebtcdness amounted to a billion and a half dollars, and strikes lockouts costing the workingmen engaged 45 million dollars in wages lost.

The total record of the eighteen months includes strikes in New York and Michi-gan in March, 1893; strikes in Chicago in April: strikes and bank failures in Illi-nois and Ohio in May; runs on savings banks in Western States in June; suspension of work in mines and numerous bank failures throughout the West in July; failures in New York and Chicago and smaller cities, followed by riots in New York, Kansas and elsewhere, in August; strike on the "Big Four" and consequent riots September: railroad strike in Alabama in September, of troops to suppress it in and necessity of troops to suppress it in October; strikes on the Lehigh Valley road and in Connecticut factories in No vember; rlots in Pennsylvania mining re-gion in December; strikes in New Jersey, Pennsylvania and elsewhere, followed by

## The Farmer and the Senate.

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 11/2 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. The duty put on hides, tea and other articles which were formerly on the free list will improve the opportunities for advantageous reciprocity treaties for which the Senate will provide, and which will greatly henefit the farmer. It is believed the House rates on wools of the first and second class will be restored by the Senate or conference committee.

## 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. From 1885 to 1895 the nations which adopted the gold standard were Egypt, Roumania, Austria-Hungary and Santo Domingo, having an aggregate population at that time of fifty million people. The nations which have abandoned the silver standard in the past year are Bolivia, Costa Rica, Chili, Peru, Japan and Russia, with an aggregate population of 180 million, to say nothing of China with her 400 million, which has gone a long distance toward the adoption of the gold standard.

## 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." The ex-perience of the "humble toiler" since Mr. Cleveland came to office four years will hardly enable him to agree with that gentleman in this statement.

There exists in the public mind an ap prehension that the railways are opposed to the public interest, and that any legis-The good | lation which restrains railways is of ne cessity 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 crip pled 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 Looking back for twenty years problem. it is difficult to recall a single legislative measure, national or State, proposed, ad vocated or enacted for the benefit of the railways, whereas during that period hundreds and even thousands of propositions have been brought forward, many of them unhappily enacted into laws, which seriously injure railway property and cause great loss to those who have invested their money in this form of security.

Largest Employers of Labor. Railways are not only the largest employers of labor direct, but they are enor-mous 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 n gross in-come of about \$30,000,000 per annum, it distributes in wages among about 30,000 employes, over \$16,000,000, and for maerial nearly six millions, the greater part of which goes to the labor producing the

manufactured articles. The total number of railroad employes in the United States is about \$00,000 and the total expenditure is over \$725,000,000. Taking as an average five individuals to a family, we see that there are some 4,-000,000 of people directly dependent for their existence upon the railroad industry, and I feel safe, therefore, in saying that in the conducting of transportation the railways distribute more actual money to a greater number of individuals through more numerous channels and over a wider area of country than any other industry.

## 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 re pair, give employment to hundreds thousands of track laborers, skilled borers in our rall mills, locomotive, and machine shops, and so on through an immense range of trades and occupations. Even during these bad years, and with uncertain rates, the railways are putting \$70,000,000 per annum into their road-beds, \$33,000,000 into new rails and ties, and over \$15,000,000 into new bridges.

### 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. Instead of benefiting the public, much of the so-called railway legislation has be a decided detriment. It creates uncertainty where certainty should exist. It breeds many of the ills (such as discrimination in rates) which it seeks to remedy, and has done much toward bringing bankruptcy and ruin to nearly half the railway mileage of the country.

"Protection to American industries" has ever been a cardinal principle in this coun-They have almost invariably receiv ed fair treatment at the hands of the national Legislature. Why should an in dustry employing more labor-and a great er proportion of American-born labor-in the capital invested is greater which expends for supplies in this country a'one sums far in excess of any other in tustry, be debarred from fair and legiti mate treatment and become the prey of unscrupulous demagogues and dishonest oliticians, and the target for newspaper abuse? In a new country, under new conditions, and with a rapidity that has istonished the older world, we have built up a rallway system equal in mileage to all the railways of the rest of the world ombined.

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 purpose of this industry as necessary and legiti-mate, are not its owners entitled to as fair a return upon their investment as other idustries? Are not its officers and em ployes as honest, efficient and patriotic as those in other avocations? Why not give them a fair chance? Out of the com-

## Fome Sens'bla fuggestions, Even

They to Come from the East. The common cry from the various Den ocrats floating around in cold and mudd water since the flood of November, the may be placed in language easily comp hended, is as follows:

"Look here, you fellows have promis the country good times, general prospet ity, all that sort of thing, plenty of goo money, if McKiuley should be elected now, where is the money to come from and how do you expect to get your got times? There are just about five million farmers watching you, and if you cannot do something for them, you are go Can't you see it already?

In this connection it is customery to the questions, "What is it precisely farmers desire and expect? What wo satisfy them? You warn us that they revolutionists except on conditions fine the conditions.

And the answer is that the farme have not been making anything and th want more money, and mean to have from one party if not from another. the Republicans do not give them aid, th farmers will turn the whole Governme over to the Populist Democratic part and that is just what is in the wind nor As for the farmers of America, the

will have to remember that they have the monopoly of grain and meat production-that the vast wheat fields of Arge tina. India, southern Russia. Hungar and the Dakotas, are plowed and now and reaped by machinery, so that when is grown at less expense than in a former age, because there is less labo needed to till the ground. More than the the world has by cheap power from ch coal, and by cheap steel, been made con paratively small The lines of steel rai across continents spanning great rive on steel bridges-the lines of steel stear on steel bridges the inter of steel are ers across the oceans-ten thousand to of freight driven five hundred miles day, finds the workingmen of the cith in white bread. Farm products are ches ened by giving the populous nations th carry on manufacturing industries food along with frugal power and fa transportation. Well, is this to be regar ed as a calamity? This very cheap pow and rapid movement enlarges the ar-that the men who work in shops can liin-gives wife and children good air a a chance for shade and grass and mile in-gives wife and children go rect from the cows in the summer ti Batter comes from Australia by the tha sand tons and breaks the butter mark so that golden butter goes with whi brond.

How are the farmers to be co ed? There is one sure way. It is the e tablishment of home markets through the diversity of industries. We cannot be the condition of farmers by multiply farmers.--New York Press.

Greece and Corbett seem to be in same class. -Boston Globe.