SUPPLEMENT TO

POST

Middleburg, - . Pa

THURSDAY, JUNE 17, 1897.

JUST "TAMA JIM."

THAT'S WHAT THE FARMERS CALL SECRETARY WILSON.

a Interesting Man with a History Villed 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. are so many interesting things to be said of "Tama Jim," who gets this title because his home in lowa 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 leagthy 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 selfichness and nerve of the grimy man in dungarees 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 fillbustering tactics.
"Tama Jim," for several previous terms a representative from Iowa, now held his sent provisionally. It was contested by Ben. Frederick, his Democratic opponent. A contested election case has the right of way in Congress. The pretext was seiz ed by the opponents of the urgent measure to give back to the expiring leader his military rank. The supporters of the Grant bill, engerly as they desired to get it through in time, were not willing to eacrifice 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 pracontested election case was to be the with the pable an act of justice was to split? "I wenings. Repeat the pable an act of justice was to split? "I wenings. Repeat the pable an act of justice was to split? "I wenings. Repeat the pable and act of justice was to split? "I wenings. Repeat the pable and act of justice was to split? "I wenings. Repeat the pable and act of justice was to split? "I wenings. Repeat the pable and act of justice was to split?" I wenings. Repeat the pable and act of justice was to split? The pable and act of justice was to be the pable and act of justice was to be the pable and act of justice was to be the pable and act of justice was to be the pable and act of justice was to be the pable and act of justice was to be the pable and act of justice was to be the pable and act of justice was to be the pable and act of justice was to be the pable and act of justice was to split?" I wenings. this is the case," he concluded, calmly, 8 Ice Cream, amid intense silence, "as it unquestionaerved. All are bly appears to be, the obstacle is easily end and have 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 followed 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 immediately 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 "Tama Jim" went back to his Iowa farm.

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, 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 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. His word may be taken for it that at that time he never dreamed that he would himself one day be called upon to assume the management of the department he so zealously strove to establish. The farmers of the United States are still burdening President McKinley's mail with felicitations upon his selection of a Secretary of Agriculture.

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

man with his cost off himself all his life. His big, muscular, horny hands show it; bis slow, heavy gait, as of a man measurbls slow, heavy gait, as of a man measur-ing 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 cloquent of life in the open fields, the lids habitually drawn to-gether by a lifelong evasion of the glar-ing brilliance of the harvest sun. The honors he has gained have been thrust 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 man in his shirt sleeves, working for en similarly divest-

physique, his s movements, ev s seventy-three BURGH, Si s seventy-turee an who knows alala Proping looks like at sunrise. 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 reseized 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 rackle 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 Britein with ay least one half the butter she imports."

Secretary Wilson and I from nine to ten hours a day at his department. He be-longs to the careful, plodding type of vorkmen. He likes to make the drafts in his own jandwriting of the more impor-tant letters and documents to which he appends his signature. Disaster befalls him when as often happens, his old farmer friendi from Iowa walk in upon him at his office, for a single visitation of this At eats a consider, we hole in his working day; and it does not console the Secretery to be aware that it is his own fault. He will not let suck visitors depart with-in a reasonable time, much as they pro-test that they fear they are trenching upon his indulgence. He lines up on a leather sofa nongside a couple of these prosperous looking elderly agriculturists, and there entires a canvassing of farming matters, reated either theoretically, technically or practically.

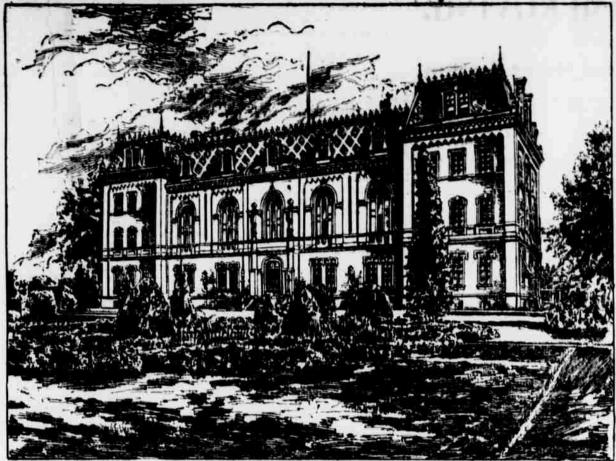
Being a scientific farmer, as well as a practical one, Mr. Wilson says that he feels as much compelled to keep up with the latest writings of scientific farming as the ambitious physician is obliged to follow the current developments in his profession. Hundreds of pamphlets and publications of sorts relative to matreach him every week, agh them all. He has ich, however, is an eminently Prya and praiseworthy one, viz., the the of the sugar beet indus-try in the ed States. "Why should the United States pay out \$100,000,000 a year for is sugar, when we can easily raise it as 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 South west. I am June s farmer of the tempera did. close st e lack of informust ound. mation f this ite am ents of the men whate as far as Califor-

LAND'S RECORD have, genteel eminded of His Own al work, in n Tariff Logislation.

Somebody with a good memory has taken 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 terrible experience of the people of the United States during the eighteen months in which his own party delayed its tariff legislation. This reminder was brought forth by Mr. Cleveland's New York speech, in which he criticised the Republi can leaders for their "hot baste" in takmonths which elepsed between Mr. Cleveland's inauguration in 1803 and the enact ment of his free trade tariff law included more 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 railronds, whose indebtedness amounted llion and a half dollars, and strikes ckouts costing the workingmen en-45 million dollars in wages lost. gaged

The total record of the eighteen months rikes in New York and Michi-rch, 1893; strikes in Chicago rikes and bank failures in Illi-phio in May; runs on savings Testern States in June; suspenbanks k in mines and numerous bank sion of curhout the West in July: fail failure ures 40 er citie York and Chicago and small-llowed by riots in New York, d elsewhere, in August: strike ig Four" and consequent riots on the oer; railroad strike in Alabama lity of troops to suppress it in strikes on the Lehigh Valley Connecticut factories in No vemb in Pennsylvania mining recember; strikes in New Jersey, nis and elsewhere, followed by meary; strikes in New York, riots, i Ohio, 2 riots in husetts and accompanied by ruary; strikes in New Jer-



DEPARTMENT OF AGRICULTURE.

O 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 Trom 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 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 until 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 "Secretary 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 building and studies in the diseases of plants. Seeds of new and superior varieties are tested and various and extensive experiments carried

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 civilization advances and exchanges are made with foreign countries of commodities and fruits, various insects and fees appear which were in years gone unthought of, and the department is constantly watching and experimenting to be able to meet and counteract the work of these destrictive 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 standard of the shade trees of our entire country are represented in the shade trees of our entire country are represe 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 bloodshed and use of troops in Pennsy vania in May; strikes and riots in Mary land, Montana, 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, Massachu setts and other Eastern States prior to final enactment of tariff law on Aug. 28,

Why Business Moves Slowly.

1894.

leveland and the free trade Congress was felt in a single mouth after the election because the merchants stopped or dering 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 eletion of Cleveland, because those same merchants are still buying goods alread in 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.

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

The Farmer and the Senate.

third class, and cut out the clause in the House bill which exempted Hawaiian augar from duties, thus reducing that competition with beet sugar. The duty put on hides, ten 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 benefit 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 sliver 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 toller against oppressive exactions in his home and invites him to the utmost enjoyment of the fruits of industry, economy and thrift." The experience of the "humble toiler" since Mr. Cleveland came to office four years ago will hardly enable him to agree with that gentleman in this statement.

sey, West Virginia, Pennsylvania and POOLING LAW NEEDED The fences to keep off cattle and the sign

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 Bundred Thousand Employes.

Railroad President's Views.

Mr. E. B. Thomas, in response to an in quiry from the Washington Post regarding his views as to the relation of the uilroads of the a The bad effect of the election of Grover of the people, and particularly as to his views upon the pooling bill now before Congress, says:

There exists in the public mind an aprehension that the railways are opposed to the public interest, and that any legis fation which restrains railways is of ne cessity for the good of the people at large This mistaken idea has had much to di with shaping the State legislation that has in many instances so severely crip pled ratiway 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. Looking back for twenty years it is difficult to recall a single legislative measure, national or State, proposed, advocated or enacted for the benefit of the railways, whereas during that period hun dreds and even thousands of propositions have been brought forward, many of them unhappily cuarted into laws, which seri ously 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 omplayers 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 rallways. Take the Erle Railroad system as an example: With a gross income of about \$30,000,000 per annum, i distributes in wages among about 20,000 employes, over \$16,000,000, and for material nearly six millions, the greater part of which goes to the labor producing the manufactured articles.

The total number of railroad employee in the United States is about 800,000 and the total expenditure is over \$725,000,000. Taking as an average five individuals to 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 industry.

Vast Sums Annually Expended.

Great and far reaching as are these dis-bursements, 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 housands of track laborers, skilled isborers in our rail mills, locomotive, car and machine shops, and so on through an mmense range of trades and occupations. uncertain rates, the railways are putting and over \$15,000,000 into new bridges. give them a fair chance? Out of the com-

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 \$8,560,000 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 \$93,707,980. A moment's thought will make it clear that nearly all of this vast sum is annually spent for mechanical labor 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, (set per annum for this purpose as a regu ar part of keeping the rolling stock railways up to date and in good repair, to 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 thes facts for the purpose of showing how in imately the successful conduct of these great properties is interwoven with other udustries of the country, and how in ossible it is to injure our railway proprties without at the same time seriously njuring almost all other occupations and curtailing the prosperity of the entire nation. It has been aptly stated that unless the people are prosperous the railroads cannot flourish. Is not the converse equal ly true; can the people prosper when s large 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 replace. ments postponed to better times?

Disturbance of Commerce.

Not only do the continued attacks on railways thus fall heavily upon the indus tries of the country at large, but they bring about a disturbance of commerce, and cause men who would otherwise put their money late 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 been 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 built the railway mileage of the country.

"Protection to American industries" has ever been a cardinal principle in this country. They have almost invariably received 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 which the capital invested is greater, which expends for supplies in this country alone sums far in excess of any other in dustry, be debarred from fair and legitimate treatment and become the prey of unscrupulous demagogues and dishones politicians, and the target for newspaper abuse? In a new country, under conditions, and with a rapidity that has a wider area of country than any other astonished the older world, we have built up a railway system equal is mileage to all the railways of the rest of the world

The men responsible for the work have used their best judgment, given their bes 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 legiti mate, are not its owners entitled to as fair Even during these bad years, and with a return upon their investment as other industries? Are not its officers and em-\$70,000,000 per annum into their road-beds, \$33,000,000 into new rails and ties, as those in other avocations? Why not

plex problem presented there has been solved 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, reguarity 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 Amerca 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 means 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 rail-ways was recognized, and this measure is only taking up the question where Congress laid it down and carrying the legislation a step further. To hold these properties together and to give the people the full benefit tas I have shown of a disbursement reaching nearly twelve hundred million a year, we must get nearer a uniform management. The work of the railways must, in short, be carried on with uniformity and method. This can best be done by the several railway systems working as they do. Under the law, as proposed, when the rates are finally agreed upon by the competing roads, and passed by the Interstate Commerce Comnission as reasonable and just, power should be given to the roads to enforce hem. This is a reasonable and fair denand, and one that Congress should at

mee grant. The proposition which has been suggestd 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 save the rate making power removed to Washington and absolutely fixed by a commission, no matter how able or how tonest, would work incalculable injury, It would be far better for the Government a 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 wining out of the garries! In

Harrier Charles unendurable, and lead to rate compi tions heretofore unheard of, even in our present imperfect system. The possibilities of corruption would be tremendous; the pulling and bauting at Washington for favored rates for special communities would bring the whole system down with the weight of its own folly and impracisability.

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. If t becomes a law the results must be beneficial to the whole country, because our railways penetrate all parts of the repulic. Congress should, therefore, approach in a spirit of fairness and justice, and not with temper and political prejudice. It is an honest effort to adjust satisfactorily difficulties that have grown up by reason of the magnitude of our transportation industry and the newness of common country,

THE FARMERS AND PROSPERITY

Some Sensible Suggestions, Even if They Do Come from the East.

The common cry from the various Dem .. perats floating around in cold and muddy water since the fleed of Nevember, that may be placed in language easily comprehended, is as follows:

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

In this connection it is customary to ask the questions, "What is it precisely the farmers desire and expect? What would satisfy them? You warn us that they are revolutionists except on conditions define the conditions. And the answer is that the farmers

have not been making anything and they want more money, and mean to have it 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

As for the farmers of America, they will have to remember that they have not the monopoly of grain and meat production -that the vast wheat fields of Argentina, India, southern Russia, Hungary and the Dakotas, are plowed and sown and reaped by machinery, so that wheat is grown at less expense than in any former age, because there is less labor needed to till the ground. More than that, the world has by cheap power from cheap coal, and by cheap steel, been made comparatively small. The lines of steel rails across continents spanning great rivers on steel bridges the lines of steel stenm. ers across the oceans ten thousand tons of freight driven five hundred miles a day, finds the work agmen of the cities in white bread. Farm products are cheapened by giving the populous nations that carry on manufacturing industries cheap food along with frugal power and fast transportation. Well, is this to be regardof as a calamity? This very cheap power and rapid movement enlarges the area that the men who work in shops can live in-gives wife and children good air and s chance for shade and grass and milk diect from the cows in the summer time, Butter comes from Australia by the thousand tons and breaks the butter markets. so that golden butter goes with white

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.

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