

Wednesday June 2.

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 unbending will can accomplish. There are so many interesting things to be said of "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 dungarees who "held her nose agin the bank till the last galoot" got ashore. It was the nation 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.

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. 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 Sen. 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 military rank. The supporters of the 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? "If 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 resigning claim to a seat in this House to my constituent, Mr. Frederick."

The House rang. Every man in the body joined in the hurra which 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 a law. "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 P. 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 for it that he would 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 congratulations 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 coat on 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. 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 divested.

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. 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 returned 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 \$85,000,000 worth of foreign butter a year. The United States supplies perhaps 1 per cent of it, or a little over \$900,000 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 cuts a considerable hole in his working day; and it does not console the Secretary 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 upon 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.

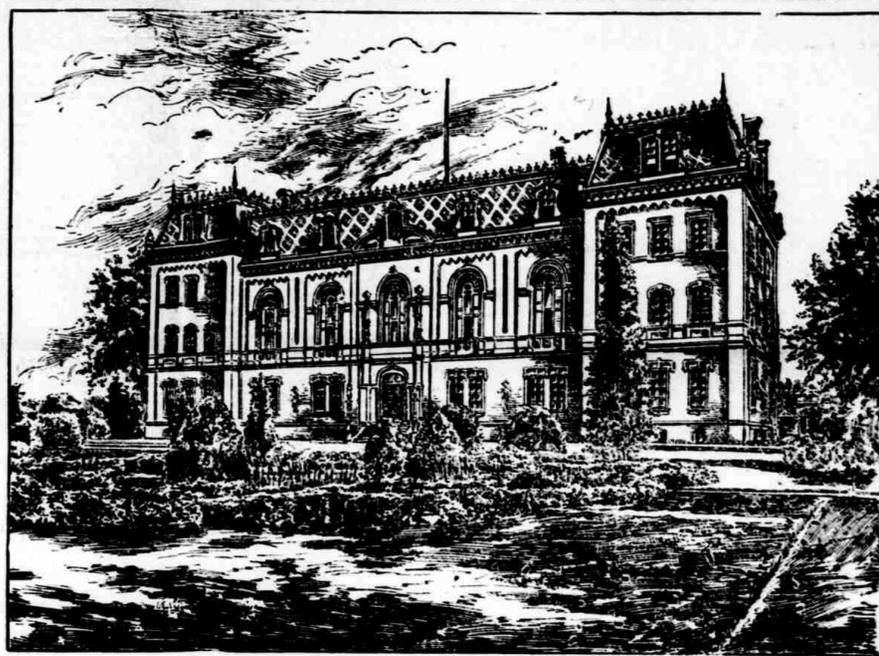
Being a scientific farmer, as well as a practical one, Mr. Wilson says that he feels as much compelled to keep up with the latest writings of scientific farming as the ambitious physician is obliged to follow the current developments in his profession. Hundreds of pamphlets and publications of all sorts 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 districts 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 California in the effort."

RECALLS CLEVELAND'S RECORD

Ex-President is Reminded of His Own Party's Delay in Tariff Legislation. 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 criticized the Republican leaders for their "hot haste" in taking up tariff legislation. The eighteen months which elapsed between Mr. Cleveland's inauguration in 1885 and the enactment 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 800 banks; the appointment of receivers for about forty railroads, whose indebtedness amounted to a billion and a half dollars, and strikes and lockouts costing the workmen engaged 45 million dollars in wages lost.

The total record of the eighteen months includes strikes in New York and Michigan in March, 1885; strikes in Chicago, in April; strikes and bank failures in Illinois 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 in September; railroad strike in Alabama and necessity of troops to suppress it in October; strikes on the Lehigh Valley road and in Connecticut factories in November; riots in Pennsylvania mining region in December; strikes in New Jersey, Pennsylvania and elsewhere, followed by riots in January; strikes in New York, Ohio, Massachusetts and accompanied by riots in February; strikes in New Jer-



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 after than the handsome building in which "Tama Jim" Wilson took up 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 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 budding and studies in the diseases of plants. Seeds of new and superior varieties are tested and various and extensive experiments carried 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 civilization 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 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.

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. 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 railroads is of necessity for the good of the people at large. This mistaken idea has had much to do with this mistaking 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. 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 railroads, 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. Railroads 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 railroads 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 railroads. 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.

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 nations which 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, Chile, 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 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.

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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 1885 were \$90,544,322, while for repairs and renewals of locomotives, passenger and freight cars our railroads expended in the same year \$83,707,380. 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 \$100,000,000 per annum for this purpose as a regular part of keeping the rolling stock of 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 these facts for the purpose of showing how infinitely the successful conduct of these great enterprises is interwoven with other industries of the country, and how impossible it is to injure our railway property without at the same time seriously injuring 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 equally true; can the people prosper when so large an industry languishes, when its 800,000 employees are working only part time and its forces are reduced to the lowest possible limit—repairs and replacements postponed to better times?

Disturbance of Commerce.

Not only do the continued attacks on railroads 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 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 half the railway mileage of the country.

Protection to American Industries.

"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 industry employing more labor—and a greater 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 industry, be debarr'd from fair and legitimate treatment and become the prey of unscrupulous demagogues and dishonest politicians, and the target for newspaper abuse? In a new country, like ours, under new conditions, and with a rapidly that has astonished the older world, we have built up a railway system equal in mileage to all the railways of the rest of the world combined.

The men responsible for this 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 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, 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 bring 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 railroads 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 (as 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 Commission as reasonable and just, power should be given to the roads to enforce them. This is a reasonable and fair demand, and one that Congress should at once grant.

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. If it becomes a law the results must be beneficial to the whole country, because our 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.

THE FARMERS AND PROSPERITY

Some Feasible Suggestions. Even If They Do Come from the East.

The common cry from the various Democratic floats around in cold and muddy water since the flood of November, that may be paced 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. If 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 steamers across the oceans—ten thousand tons of freight driven five hundred miles a day, finds the workmen of the cities in white bread. Farm products are cheapened by giving the populous nations that carry on manufacturing industries cheap food along with freight power and fast transportation. Well, is this to be regarded 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 a chance for shade and grass and milk direct from the cows in the summer time. Butter comes from Australia by the thousand tons and breaks the butter market, so that golden butter goes with white bread.

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.