

that, I think. We have already begun movements toward that end. We have given orders through the treasury department that no meat shall be allowed to go out of this country that has not been inspected by the agents of this department. Every piece of meat that is carried abroad will have a certificate of inspection. If the Germans discriminate against such meat they must show the reason why, and if they cannot, there will certainly be a discrimination against them as to the things which they send to this country. This matter of foreign trade is a business matter. If the Germans will not treat us fairly we can easily retaliate. We import something like ninety odd millions of dollars' worth of goods from Germany every year, though the balance of trade last year was a little in our favor."

"Mr. Secretary," said I, "you have been connected with the Iowa Agricultural college. Are such colleges doing very much good?"

"Yes, indeed, they are," was the reply. "They are making better farmers. The successful farmer of the future is to be an educated farmer. My boys went to the agricultural college, and they are now on farms and are doing well. You can see what I think of farming by the fact that I trained my boys for it, and that they intend to make it their life work."

"Do you consider farm lands a good investment, Mr. Secretary?"

"Yes, I believe that they will rise in value. We have a vast population. It is steadily growing. The world will always need food, and we have some of the best food lands on the globe. The Mississippi basin alone could feed 100,000,000, and this is only a small part of our good soil. We are already the greatest manufacturing nation of the globe, and our mineral resources are such that we will ultimately have an enormous manufacturing population, and the supplying of food for this will create a great demand for farm products, and land will grow more valuable as the country fills up."

"Are the farms of the future to be small or large?"

"They will probably become smaller as the population grows."

"Will our farmers ever live in villages, as the farmers of Germany do?"

"No, I think not," Secretary Wilson.

"I look for the railroads to travel among the farms, and for electricity or some other motive power to carry the farmer and his products to and from the markets. Rapid transit will bring the farmers sufficiently together. I don't think we will ever have the socialism of Germany among our farmers."

"What is the cause of the disaffection among the farmers today?"

"The low price of farm products is one of the causes," said Secretary Wilson. "This, added to the lack of knowledge of how to make the most of their opportunities, is keeping many of our farmers poor. I don't think the farmers are badly off today. Those who are in straits are largely men who have begun farming without capital, and who have not mixed their manure with brains and economy. There are thousands of farmers in my state today who are making money and there are thousands who will continue to do so."

"How do you like being Secretary of Agriculture, Mr. Wilson, and what do you expect to do here?"

"I can't answer that just yet," replied

the secretary. "I am still like a cat in a strange garret, and I do not know all of the holes and corners. I believe, however, that there is much to be done, and that we can accomplish considerable by going to work in the right way. There is a revolution going on in our farming methods. Shipshod farming will have to pass away and the farmer of the future will put in his licks where they will do the most good. What we want to do is to show him where to strike."

"We are trying to learn this by means of the experiment stations, which are located all over the country. Then men at these stations are studying the soils, the climate and the crops most profitably adapted to their region. They are sending out valuable bulletins, giving the results of their experiments, and advice to the farmers in regard to different matters. I want to see these bulletins go to every farmer who needs them, and I have already organized a system to get them into the hands of the right people. We have already a list of a hundred thousand names and we will soon have a million. We are going to form a syndicate of farm news for the farmers. It will be Uncle Sam's syndicate, and it will not cost the farmers a cent. We will make the different states do their share in the work, but we propose to push matters all along the line and to give out everything that we can learn on how to farm profitably and well."

Frank G. Carpenter

A "PIONEER SWEET."

The great interest taken by the pioneers of Utah in the approaching celebration is shown by the numerous letters received from them and by the information bearing on subjects of peculiar interest contained therein. Representatives of the sturdy band which blazed the pathway of civilization across the continent are daily visitors to jubilee headquarters and every one has a tale of interest to tell.

Among the callers recently were Philip De La Mare, L. John Nuttall and George J. Taylor, a son of the late President John Taylor of this city. The former had charge of the train of prairie schooners which brought from Fort Leavenworth on the Missouri river to Utah the machinery for the plant of the first beet sugar factory which was introduced in the United States, making Utah the Pioneer of that industry on the western continent.

Mr. De La Mare is now in the serene but his memory is as good as it was in the days when he started on that memorable trip. The idea of establishing a beet sugar factory in Utah was conceived by President John Taylor, then an Apostle, while traveling in France in 1850. In his travels he observed that the people were extensively engaged in the cultivation of a plant which they called colza and from which was extracted what is known to latter-day commerce as rapeseed oil and which in those days was used by the French as an illuminant. Mr. Taylor believed that if the plant could be introduced into Utah it would prove of great value, as at that time the people were compelled to depend upon a meager supply of tallow can-

dles of home manufacture for lighting purposes. While investigating the subject Mr. Taylor learned of the beet sugar industry successfully conducted in the town of Arras, France, and going there soon became convinced that while his first idea was a feasible one that more advantage could be derived by Utah from the establishment of a sugar plant. He obtained a draft of the machinery used in the Arras plant, which he took to England and succeeded in interesting in the enterprise Captain Russell, a Scotchman, who had become a convert to the faith, and John W. Coward of Liverpool. Mr. De La Mare while in France had advanced considerable of his money in the enterprise. A company was organized known as the Deseret Manufacturing company and with funds on hand Mr. Taylor entered into a contract for the construction of the necessary machinery for a complete sugar factory with Messrs. Fawcett, Preston & Co. of Liverpool from drafts and plans submitted. When completed the machinery was shipped on board the ship Rockaway, which sailed from Liverpool on the 6th of March, 1852, for New Orleans, Mr. Elias Morris of Salt Lake City being in charge.

Elder John Taylor was at New Orleans on the arrival of the ship and directed in the transfer and shipment by steambot up the Mississippi river, to St. Louis. It was again transferred by steambot to Fort Leavenworth, Missouri, and after some delay, waiting for wagons and cattle, was loaded on wagons built at Council Bluffs expressly for the journey across the plains to this city. These wagons—some fifty in number—were brought down the river by Elias Morris, but they proved to be too light to carry the heavy machinery. After proceeding on the journey ten or twelve miles they began to break down, whereupon Mr. De La Mare, the captain in charge, who was a practical blacksmith, returned to Weston, Missouri, and contracted for several large "schooners," with five or six yoke of cattle and a competent teamster to each. On arrival at St. Louis, Mr. De La Mare who had been appointed to take charge of the shipment from that place rejoined the company he having been previously engaged in purchasing cattle. Elias Morris and wife, L. John Nuttall, William E. Nuttall and wife of Wallburg, Joseph Nuttall of Provo, Samuel Harding and wife of Provo, and Fred Bollwinkle of Salt Lake City, are the only survivors, so far as known, of those who started with this machinery from Liverpool and continued with it until its arrival at Provo, Utah. In the train of fifty-two wagons which started from the Missouri river on July 6, 1852, now living, were Philip De La Mare, captain, and his son Philo, Elias Morris and wife, William E. Nuttall and wife, L. John Nuttall, Joseph Nuttall, Samuel Harding and wife, Thomas Carlisle and wife of Alpine, John Evans of North Ogden, Mary Parry Rowlands of Logan and Fred Bollwinkle. After a long and tedious journey, encountering snows and loss of cattle, some of the wagons carrying the heaviest loads that ever crossed the plains, the train arrived at Salt Lake City in November, 1852.

It was decided to establish the plant