

for to buy some fried fish. He forgot his street, and at 23 o'clock was still circling around Rome. At the office of the Public Security of the Monti he could say no more that that he inhabited at the number 22, but could give no indication of the street."

The plight of the unfortunate pilgrim who went forth to buy fried fish, and remembered his street number but forgot his street, was indeed pitiful. It was like that of the man who knew the answer to a conundrum, but did not know what the conundrum was.—Jerome A. Hart, in the *Argonaut*, Rome, May, 1900.

JAMES J. HILL AND THE GREAT NORTHERN.

A better illustration of what American enterprise and push will do cannot be found than that afforded in the career of James J. Hill, president of the Great Northern. His life completely refutes the oft-repeated slander that success is only the triumph of unscrupulous methods. Brains were his capital. Strict integrity and a rugged independence were his distinguishing characteristics. He not only made a fortune for himself but added millions to the wealth of the great northwest and opened up the greatest wheat producing fields of the world.

THE CONSERVATIVE believes that the life of a sturdy character like James J. Hill is deserving of study and worthy of emulation by the youth of today. In him we find a type of a better citizenship and truer manhood than in those who damn success, commend failure, and believe individual faults to be due to governmental ills.

That which is to be especially commended in James J. Hill is the fact that his fortune was acquired entirely by persistent and well directed personal effort, unaided by favors from the government. His unerring judgment and keenly discerning eye told him that a railway, connecting the great wheat producing fields of the northwest with eastern markets, would pay. He did not ask the government for bounties or subsidies. He interested private capital in the enterprise by showing up its promise as a financial investment. The road was built. It is a compliment to Mr. Hill's splendid foresight and proof of his genius for management that the Great Northern has, from the beginning, been a financial success and has exceeded the expectations of its most enthusiastic promoters. This road illustrates what corporations do in the development of the country.

The story of the Great Northern is thus splendidly told by Miss Mary Harriman Severance in the *Review of Reviews*:

The Transformation of the Northwest.

"Following a railroad come population, trade, civilization. A railroad, even

through unarable country, brings some settlers along its line; a railroad, however poorly managed, causes some movement of trade. How much more is this true of a pioneer road through a country every mile of which is possible of settlement, and great tracts of which are as fertile as any on earth! Following the track-layers come the settlers. Following the settlers come the hamlets, villages, towns, cities, the mills, factories, and all the concomitants of trade. The building of the depot causes the construction of the schoolhouse, and the upraising of the church spires to the sky. It is hardly possible to overestimate the effect of the construction of the Great Northern upon the development, physical and sociological, of a great part of our northwest. The shriek of the locomotive whistle evoked the spirit of progress. Village and town sprang up along the line. Dwellings and granaries dotted the prairies. Hundreds of thousands of acres of previously nonproductive land were put under cultivation. Desolate prairies began to bloom. The grain elevator, like a lighthouse in a yellow sea, uplifted itself above the fields of waving wheat.

"That there should have come an outlet for these magnificent possibilities, seems now almost inevitable; but in this case the credit must go to James J. Hill. The State of Minnesota alone produces approximately about 80,000,000 bushels of wheat, or about one-thirty-seventh of the total production of the world. Of this she is able to export two-thirds. Of the Dakotas, not having begun to reach their limit of productiveness, North Dakota raised in 1898 55,000,000 bushels, and South Dakota 42,000,000 bushels. Oregon produced 24,000,000 bushels. The modern farming methods in the northwest challenge the admiration of the world. Steam and electricity are made to serve the farmer's purpose. He plows, reaps, threshes by machinery. He telephones from his farmhouse to his granaries. Sometimes he receives the latest grain quotations over a private telegraph wire in his dwelling. Often the acreage of his farm is expressed in the thousands, sometimes in five figures. He comes from the poor places of the earth, and finds a home and self respect. He sends his products to Europe, Asia, Japan, even China. He furnishes a traffic that provides work for tens of thousands of employees of transportation lines. He keeps a procession of grain ships moving to the Saulte Ste. Marie canal which makes the "Soo" rank ahead of far-famed Suez in point of tonnage. Moreover, he is furnishing bone and sinew for this great country of ours which cannot be expressed in figures. And much of this is due to the Great Northern Railroad.

Mr. Hill's Fortune Fairly Earned.

"Unlike other 'Napoleons of Finance'

and 'Railway Kings' who have preyed upon the interests confided to their care, Mr. Hill has accepted no salary, profited by the ruin of no man's fortune, depending for his reward upon the natural increase in the value of his investment. While he has built up for himself and other shareholders of the road a constantly accruing fortune, he has created for the settlers along his line \$1,000,000,000 of wealth in real property. The reduction in rates of transportation has given the shippers along the road practically \$67,000,000, thus diminishing the company's revenues by that amount.

"Nevertheless, in fourteen years from the beginning of Mr. Hill's stewardship to 1893, the company had paid to stock and shareholders between \$15,000,000 and \$16,000,000, while employees had received for their share \$79,000,000. Owing to its economy in operation, constantly increasing business and earning capacity, the great Northern has made a steady decrease in freight rates. Last year the president suggested a new schedule of grain rates, which meant a reduction of \$1,500,000 to the company.

The Great Northern Railroad of Today.

"The Great Northern today comprising a system of roads giving in all 6,000 miles of excellent construction, extends in a network from Puget Sound on the west to St. Paul on the east, from Duluth on the north to Yankton on the south. The headquarters is at St. Paul, where are located the general offices and operating staff. During the season of navigation, Duluth and Superior are, however, the practical terminals, where the road connects with its own steamers of the Northern Steamship company for Buffalo. Passengers are offered the perfection of travel, via the 'Northwest' or 'Northland,' two of the most luxurious steamers of the world. The restful journey over inland seas, varied with rivers, charming resorts and locks, is attracting tourists to the full capacity of the boats."

A WORD FROM ALBERT WATKINS.

Dear Crawford Brothers:—A few weeks ago you urged in *The Democrat* that certain magazine articles of mine indicate that I ought to be sent to congress. The object of the following remarks is to take advantage of the opportunity you have given me to point a political moral and not to adorn a personal tale.

Your suggestion in question must have been prompted by a friendly spirit which I greatly appreciate; for it is incompatible with practical politics. In many articles such as that to which you refer, I have freely spoken economic and political truth, and so have pleased neither of our great party trusts. When I started out as a boy in journalism with you, I contended for administrative and tariff reform and sound money—that time being the heyday of Grantism and