

HILL VISITS THE OMAHA CORN SHOW

Pioneer Railroad Builder Has His Picture Taken—Makes Most Notable Speech Here.

HOLDREGE TELLS OF WORTH

The only time that James J. Hill made a public appearance in Omaha was at the time of the National Corn Exposition, on Thursday, December 9th, 1909.

An invitation was issued to him through T. F. Sturgess, editor of The Twentieth Century Farmer, who was general manager of the Corn Show, and Will A. Campbell, who is now publisher of the Helena (Montana) Independent, who at that time was the manager of the Publicity Bureau of the Omaha Commercial club. They found Mr. Hill deeply interested in the work and the possibilities of the Corn Show and he promised to come, but further than this, he agreed to offer cash prizes amounting to \$2,500 as a part of the premium list.

Comes With Son.
Mr. Hill and his party of leading railroad officials of the Great Northern railroad, including Mr. L. W. Hill, now the president of the board of the Great Northern, came to Omaha in a special train. He was shown about the city and was given a lunch by the Burlington officials of Omaha at the Omaha club.

In the afternoon he spoke at the corn show on "What We Must Do to Be Fed." This was a very notable address and attracted national attention. His speech was a message to the farmers, showing the necessity of better farming. Mr. Hill made a thorough inspection of the whole exposition and stood for some time looking at the best ear of corn in the world, which secured over \$2,500 in prizes and trophies.

Has Picture Taken.

The Bee photographer, Louis Bostwick, was at Mr. Hill's coat tails as soon as his speech was over, but his son, L. W. Hill, was zealously guarding him from intrusion. Bostwick attempted to interest the empire builder's son without success, when Mr. J. J. Hill turned and said: "Why, Louis, of course we want our pictures taken. You come along with me." He said: "I will be proud to have my picture taken with this prize sheaf of Montana wheat, and a few instants later the photographer had a portrait of Mr. James J. Hill, Mr. L. W. Hill and the sheaf of wheat—a picture which has since become famous. The younger Mr. Hill has said repeatedly that this is his father's favorite picture, and a large enlargement of it hangs in the president's room at the Great Northern headquarters.

In the evening a banquet was tendered Mr. Hill at the Commercial club. The occasion was one that everyone who was there will remember. Mr. Hill was the only speaker and covered a great range of subjects of which he was a master, for an hour and a half.

Tribute From Holdrege.

When apprised of the death of James J. Hill, General Manager Holdrege of the Burlington, one of the railroads that goes to make up what is known as the Hill system of roads said:

"While we felt that Mr. Hill could not recover, his death comes as a great shock, bringing feelings of sorrow to all of us, especially those of us who have known him so many years."

Mr. Holdrege looked upon Mr. Hill as one of his close friends. He had known him socially and in a business way for many years, regarding him as one of the great railroad builders and operators of the world. Closely associated with him in many ways, Mr. Holdrege knew much relative to his public, as well as his private life. Although deeply engrossed with business cares, according to Mr. Holdrege, Mr. Hill found time to give thought to others than those of his intimate family. He was recognized as one of the most public spirited men in the northwest, giving largely to charity and those who were unfortunate and in trouble. His gifts to the poor were large and thus he was endeared to all. He was loved by the employees of the Hill system of roads and was as thoughtful of the interest of the man on the section as the one in the highest position.

Clifford Baker Kills His Wife's Mother and Self

Rapid City, S. D., May 29.—(Special Telegram.)—As a crisis of a series of family quarrels Cliff Baker, 32, shot and killed his mother-in-law, Mrs. N. M. Carpenter, and then blew the top of his own head off at his home in Hill City, forty miles west of here. Baker and his mother-in-law had been arguing for half an hour and finally in desperation he turned the gun on her, shooting her as she sat in a chair. She never fell from the position, but died instantly. Hill then asked his wife if she wished to kiss him goodbye, but she said not "after what you have done." He turned the gun on himself, shooting first through the neck. He fell to the floor and after struggling about for a few minutes arose and sent a second bullet through the top of his head, dying almost instantly. Baker had been married to this wife a year. His mother-in-law is said to have disapproved of the union and tried to break it up several times. She was about 60 years of age.

KRUG PARKERS MAY DANCE AND SKATE THERE TODAY

The many pleasure devices at Krug Park will probably be taxed to capacity today. A full moment is something that will be hard to experience if the weather remains as all favorable. The women's orchestra will play a concert of popular music for the dancers at the open-air pavilion for both afternoon and evening sessions.

Roller skating is also offered at the open-air rink, with an afternoon and evening session.

Auto bonanzas, which are now in progress, will continue until the 31st and a baseball game tomorrow.

JAMES J. HILL, TRANSPORTATION MAGNATE, DEAD

(Continued From Page One.)

shipping clerk. He thus became identified upon his arrival in the northwest with transportation there; and he also from the first manifested the keenest interest in all that pertained to commerce and agriculture.

Begins Career at St. Paul.

Mr. Hill began his wonderful career as a railroad genius with his acceptance of the agency of the St. Paul & Pacific railway. The railroads of the northwest at that time were in a wretched financial condition. He interested Sir Donald Smith and other Canadian bankers and took the road off the hands of the Amsterdam security holders. The road was rechristened the St. Paul, Minneapolis & Manitoba, and began an aggressive march into the fertile wheat region, with the Pacific coast as the ultimate terminal. In 1893 came the formal opening of the Great Northern line, from Duluth to the ocean. Later he acquired a controlling interest in the Northern Pacific and Burlington systems, until his transportation interests were greater than that of any other one man on the continent. Later he acquired steamship lines on the Great Lakes and established a regular service connecting his Pacific terminals with China and Japan.

Retired Four Years Ago.

In 1912 Mr. Hill retired from the active duties of executive head of the Great Northern, and other of his companies, after thirty-three years of active railroad work. He remained a member of the executive committee, but was succeeded as chairman of the board by his son, Louis W. Hill.

One of Mr. Hill's most notable traits was his extreme simplicity of manner and habit. Regardless of weather, he invariably walked to and from his office, probably seldom recognized in his almost shabby attire and with his faded old umbrella. The part played by James J. Hill in developing the agricultural resources of the northwest can never be overestimated. He displayed a personal interest and gave a helping hand to every project that had for its object the development of agriculture and the betterment of the condition of those engaged in the industry. He had his own model farm near St. Paul, where he engaged in agricultural experiments and the breeding of blooded stock. Every year he made a trip of inspection over his vast railroad systems with a view primarily of ascertaining the crop conditions and prospects.

Many Public Benefactions.

Mr. Hill was a liberal benefactor of his home city of St. Paul. Libraries, schools and numerous other institutions benefited by his generosity. His own style of living was extremely simple. His passion for paintings was one of the few hobbies in which he indulged. He possessed one of the finest collections in the world of paintings of the modern French school.

Mr. Hill was married in 1867 to Mary T. Mehan of St. Paul. Four children were born of the union, three sons and one daughter. All three of the sons have followed in the footsteps of their father by engaging in the railroad business.

For several years James J. Hill has been in the habit of insisting, both to his friends and to the public, that he was not actively engaged in business.

Staunch Friend of Belgians.

Just how active he was during the last two years of his life can be judged only by little evidences of his master hand in matters affecting the Great Northern railroad and the First National bank of St. Paul and by the outstanding accomplishments in which his will and genius asserted themselves.

From a world viewpoint, it would be hard to say whether his staunch support of the Belgian people, following the invasion by the Germans, or the part played in the negotiations for the \$500,000,000 loan to the allied governments, is the more important. From the time of the work of succoring the Belgians began, Mr. Hill took a leading part in the movement. It will probably never be known how much money he sent to King Albert, an old personal friend, and how much he induced others to send.

His place as an international figure was never more prominently displayed than when the representative of the allies came to New York in quest of a huge loan. One of the first men to be sent for by J. P. Morgan was Mr. Hill, and his assurance that he and the people of the northwest were prepared to do their share in taking up the foreign bond is believed to have contributed largely to the success of the negotiations.

From a local viewpoint, Mr. Hill's influence in the rebuilding of the South St. Paul stock yards takes first rank. It is said on good authority that without Mr. Hill's financial and moral support the deal whereby Armour & Company were induced to come to South St. Paul never would have been consummated.

Mr. Hill's claim to being the original advocate of live stock development in the northwest is unquestioned.

Governor J. A. A. Burnquist ordered all flags at half staff on the capitol and other state buildings in honor of Mr. Hill. Later the governor issued statements saying:

"In the passing of James J. Hill the greatest constructive genius of the northwest is gone. He was acknowledged as the foremost railroad builder and business man."

"He was ever greatly interested in agriculture, art and education. The loss which his city, state and nation has sustained through his death, cannot be measured."

Mr. Hill's last public requests were gifts for the advancement of education in which he was deeply interested throughout the latter years of his life.

Gift to Tacoma College.

One of his most important donations was a \$50,000 gift to the college of Puget Sound, Wash., made shortly before the beginning of his last illness. Another bequest of \$25,000 was promised Marquette University at Milwaukee at the same time.

His gift to the Tacoma institution was regarded as being of great significance. For years, almost a feud existed between Tacoma and the Hill interests. The Hill steamers never were permitted to enter the port, and was only a few years ago that the

WHEN J. J. HILL WAS IN OMAHA—Photo shows late railroad builder at front entrance to Auditorium in December, 1909, when he was guest of the Corn show management and took a decided interest in the exhibition.



Great Northern railway extended its lines to Tacoma.

Mr. Hill was credited in the early days with having said he would see the grass grow in the main streets of Tacoma before he would run his trains there.

The ill feeling started in the early days of railway construction in the west when Tacoma, having been chosen as the western terminal of the Northern Pacific showed its courtesies to that road.

Worth Over Two Hundred Million.
His gift to the school was taken as an indication that Mr. Hill was willing to forget the earlier feud.

Mr. Hill's wealth is estimated all the way from \$100,000,000 to \$500,000,000. He was probably worth between \$200,000,000 and \$250,000,000.

English Holders Sending American Stocks to Treasury

London, May 29.—American dollar securities are arriving in increased quantities at the office of the committee which is carrying out the plan for mobilization of this property and smaller amounts are being sold through the stock exchange in order to escape the additional income tax, which will be imposed shortly.

American exchange thus far has not responded materially. The rate this morning was 47 1/2-16. It is expected, however, that the influx of securities will soon have a favorable effect.

Dealers in exchange are of the opinion that the imposition of the tax indicates the authorities are supporting the market and are determined not to allow the rate to fall away materially. It is believed that, if necessary, more stringent measures will be taken to keep the New York and London exchange rates on a satisfactory level.

The government will inaugurate on Friday a plan for the issuance of three year exchequer bonds which will be easily transferable. These bonds are expected to attract much of the money which is now being paid out for dollar security.

Best results are obtained by advertising in The Bee.

FRESH INDIGNITY FOR AMERICANS

Carranza Officials in Tampico Impose Demands Upon Them that Amount to Confiscation.

PROTEST SENT TO WASHINGTON

Washington, May 29.—On the eve of the receipt of General Carranza's new note, which officials believe will renew the demand for withdrawal of American troops from Mexico, and with another conference between American and Mexican military commanders about to begin, a protest was received at the White House today, reporting serious difficulties between oil operators at Tampico and the Mexican authorities.

The protest came in the form of a telegram addressed to President Wilson by eighty-four American citizens residing at Tampico, who had held a mass meeting and determined to lay their case before the government.

Issue Offensive Decrees.

They declared the Mexican military officials were promulgating decrees designed to make it impossible for Americans to do business in the country and told how one of their number had been arrested and imprisoned for three hours because he refused to pay his employees wages fixed by the authorities in excess of terms previously agreed upon with the men.

The signers of the message asserted their right to protection from the American government and announced their determination not to comply with arbitrary and confiscatory orders and decrees by the Mexicans.

White House officials sent the protest to the State department for investigation. Other complaints already have been received regarding recent decrees by the Carranza government and it is probable that there will be representations on the subject just as soon as the controversy over the presence of American troops in Mexico is adjusted.

"It has become practically impossible for an American to do business of any nature in this section of the country," the Tampico protest said, "because the restrictions placed by the authorities, that we believe to be directed primarily against American citizens."

"For a year a series of decrees have made their appearance, which

Austrians Capture Italian Position to the West of Arsiero

Vienna, Sunday, May 28.—(Via Wireless to Sayville, May 29.)—Austro-Hungarian troops have captured a fortified position west of Arsiero, Italy, the war office announced today.

The statement follows: "Italian war theater: Austro-Hungarian troops captured the fortified works at Cornovo, west of Arsiero and the fortified dam across the Italyssa southwest of Monte Intorrotto in the district of Asigo."

"Southeastern war theater: Skirmishes with an Italian patrol occurred on the Lower Voyusa (in Albania north of Avlona). The situation is unchanged."

DETROIT TEAM BUYS PITCHER HAMILTON

Detroit, May 29.—Pitcher Earl Hamilton of the St. Louis Americans has been purchased by Detroit, it was announced today.

REINSTATE YOURSELF.

How? By buying a policy in THE MIDWEST LIFE, a company which will permit you to do so.

Without a new medical examination? Yes.

Why? By paying the premiums in default with interest at any time while the policy is in force as extended insurance. Extended insurance becomes automatic after the payment of three premiums.

This is only one of the many favorable provisions contained in the policies of this company. For rates and other particulars, call or write

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DIAMONDS WATCHES ON CREDIT

WEDDING and GRADUATION PRESENTS ON CREDIT

If you have been thinking of buying a Diamond Watch, Wrist Watch, or other jewelry, for personal wear or for a wedding, birthday or anniversary gift, this is your opportunity to save money.

No. 4—Men's Diamond Ring, 6-prong with mounting, 14-k solid gold, Roman or polished finish... \$66

1.65 a Week \$8 a Month

OPEN DAILY TILL 8 P. M. SATURDAY TILL 9:30. Call or write for Illustrated Catalog No. 902. Phone Doug. 1444 and our salesman will call.

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The Chicago Convention

Special features that will give readers of The Bee its humorous and human nature aspects.

Bert Leston Taylor*

far-famed as "B. L. T." for his daily "Lino-type" column in the Chicago Tribune, will depict the funnigrams in his inimitable style.

Ring W. Lardner

author of the "Busher Letters," will tell about it daily in a series of side-splitting "Bill to Steve" epistles.

Look to The Bee for Convention News

have been progressive in that they are consistently becoming more anti-American and we believe that the authorities had not the remotest idea, when they first began to issue such decrees, that they would be able to enforce them, but that when nothing was done by our government to secure their repeal that these edicts have been made more stringent each day until now our property is threatened with confiscation, and in some cases has been actually confiscated, and our personal liberty is menaced."

DEATH RECORD

A. J. Hookstra. Columbus, Neb., May 29.—(Special Telegram.)—A. J. Hookstra, aged 42, died here this morning at 9 o'clock after an illness of nine weeks. He was a well known traveling salesman for E. Bergman of this city and was born in Butler county. Funeral services will be held Thursday morning. The body will be taken to Edholm for interment. He leaves a widow and two children.

Automobile Race Fans Are Pouring Into Indianapolis

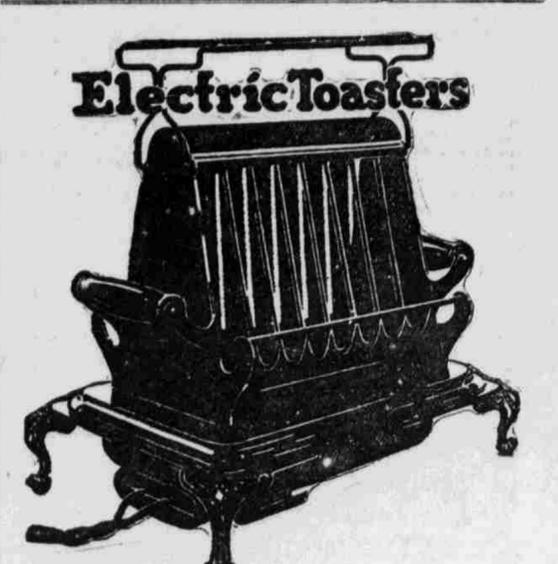
Indianapolis, Ind., May 29.—The annual flood of automobile race fans was pouring into Indianapolis today from every direction. The sixth annual running of the international sweepstakes on the Indianapolis motor speedway tomorrow is the attraction.

Twenty-one, and possibly more, drivers are expected to start the 300-mile contest.

Scores of workmen were busy today leaning the big brick oval. The drivers were making the final adjustments.

If it is cool and calm tomorrow a record-breaking performance is anticipated. Ralph De Palma's average of eighty-nine miles an hour, the record established last year, was made under nearly perfect conditions. As the field of starters is fast and the race has been cut from 500 to 300 miles, it is considered probable that De Palma's speed will be surpassed in the 1916 race.

THOMPSON-BELDEN & CO.



The really well appointed breakfast table nowadays boasts an Electric Toaster. The Toaster adds a new charm to the morning meal, creating crisp, golden-brown squares of most appetizing toast—always right within your reach.

Equally Useful at Breakfast Luncheon or Supper

One of these handsomely nicked Toasters makes delicious toast at such little cost that you will use it constantly. For serving unexpected visitors, the Electric Toaster and the Electric Percolator provide a most happy and satisfying solution.

- American Electric Co., 520 S. 18th St., D-1481
- Brandeis Stores, 19th and Douglas Sts., D-1614
- Burgess-Granden Co., 1511 Howard St., T-481
- Burgess-Nash Co., 18th and Harnay Sts., D-157
- Burkhart, Frank Co., 219 & 19th Sts., D-78
- Burns, Joe M., & Co., 704 N. 24th St., So. Side, So-800
- Cerr, James, Electric Co., 208 S. 19th St., D-4488
- Durkin, Thomas, 2419 Cumby St., D-2519
- Hayden Bros. Store, 19th and Dodge Sts., D-2800
- Wilton Rogers & Sons Co., 1515 Harnay St., D-124
- Mid-West Elec. Co., 1207 Harnay St., D-458
- Nebraska Cycle Co., 18th and Harnay Sts., D-1882
- Omaha Electrical Works, 1214 Harnay St., D-1181
- Orshard & Wilhelm Carpet Co., 414 & 15th St., D-819
- Sherwood, W. W., 215 So. 20th St., D-7838
- Thew & Lutz, Flatiron Bldg., D-2278
- Williams, E. B., 308 S. 18th St., T-1011
- Wolfe Electric Co., 1810 Farnam St., T-1414

Omaha Electric Light & Power Co. GEO. H. HARRIES, Pres.

Street Car Service to Cemeteries

Memorial Day, May 30th

Forest Lawn Cemetery—After 9 a. m. all Florence cars, in addition to Forest Lawn cars, will run direct to the cemetery. The service will be every eight minutes. (Passengers to Florence will please transfer at 30th and Briggs Sts.) Extra cars will be run from 24th and Ames Avenue as the travel may demand.

Prospect Hill Cemetery—To reach this cemetery take a Harnay and North 33d street car. The service will be every five minutes.

West Lawn and Bohemian Cemeteries—Take West Leavenworth car and transfer at 48th street to Center street line. Ten minute service on Center line from 9 a. m. to 7 p. m.

Geaceland Park Cemetery—Take Cross-town car to southern terminus, 44th and "L." Entrance to cemetery is one block south. Service every ten minutes.

Holy Sepulcher Cemetery—To reach this cemetery, take West Leavenworth car. Service every five minutes.

Omaha & Council Bluffs Street Ry. Co.