

Two Railroad Kings Who Have Been Bitter Rivals

FOR the past five years, ever since their contest to obtain control of transcontinental railroad traffic began, James J. Hill and Edward H. Harriman have been public figures of vital interest. Previous to 1900 neither of them was especially well known outside of railroad circles. When the memorable struggle began the public at once demanded to be made wise concerning these warring rivals and their schemes for securing railway precedence.

When it was built, the Northern Pacific had the aid of immense land grants from the government, but for a long time it was not profitable, having been in the hands of the courts at least twice and having become involved in a network of litigation. It was in this degenerate condition when Mr. Hill and his friends got possession of a majority of its stock and proceeded to readjust matters. The new owner could not consolidate his purchase with his Great Northern, for that was forbidden by the law. He operated both roads harmoniously for awhile and then looked about to see what he could do.

In those days it was Mr. Hill's principal object in life to secure the control of some line that would feed the Great Northern and connect it with Chicago. He tried his best to acquire the Chicago, Milwaukee and St. Paul, but holdings of the stock of that road were so concentrated that he could not get control. Then he turned to the Chicago, Burlington and Quincy and found that the chances were better. He kept under cover and went to Boston and bought stock in the open market and in the course of time achieved his purpose.

Then the quarrel began. Until then Mr. Hill's property had not been in active competition with the Union Pacific and the Southern Pacific routes, the lines traversing widely separate territory. The Burlington, however, Hill's new purchase, was in lively opposition to the Union Pacific throughout its entire course, the lines being practically parallel. Edward H. Harriman had obtained the ascendancy in Union Pacific and Southern matters, and he made up his mind to head off this threatening invasion. His first step was to adopt Hill's trick of buying in the open market. He bought Northern Pacific until Hill discovered the scheme and began buying in competition. Shares of Northern Pacific stock went up to 1,000, and the excitement grew so intense that there were symptoms of a panic.

J. Pierpont Morgan, then abroad, heard of the impending crash and counseled moderation by cable. Finally both sides agreed to stop buying and the panic was averted. When the atmosphere cleared it was found that one party held a majority of the common stock and the other a majority of the preferred. Neither side had actual control. Affairs were in that unsettled and unsatisfactory condition when a scheme for the operation of the Northern Pacific, the Great Northern and the Burlington was hatched by a Minnesota lawyer, who drew up a charter under the law of New Jersey for a new organization called the Northern Securities company. Mr. Harriman and his supporters did not have much faith in the arrangement, fearing that it would not pass muster in the courts, but they were obliged to accept it.

The supreme court of the United States did not take kindly to the new organization. It decided that it was contrary to the Sherman antitrust law and that it must be dissolved and all the stock of the three roads returned pro rata to the original owners. Then there arose a great dispute as to who the stock should be returned. Hill proposed to redistribute the stock so that he and his friends would retain control of the Great Northern and the Northern Pacific roads. Harriman and

his friends demanded that they should receive the identical shares which they had surrendered when the new company was formed. It was taken into the courts, decided in favor of the Harriman contention, reversed and finally decided by the United States supreme court in Hill's favor.

James J. Hill, who is the builder of the only transcontinental line ever constructed without government aid, has been a great figure in the railway world for about a dozen years. The last spike was driven in his Great Northern railroad in January, 1893, the same year in which Edward H. Harriman was drawn to the verge of financial shipwreck by the currency panic. The com-

tion and fuel trade under the title of Hill, Griggs & Co. Shortly afterward he established the Red River Transportation company, which ran a line of cars in connection with a line of small steamers on the Red River of the North, with Winnipeg as the objective point. About this time, also, Mr. Hill and some of his friends bought the depreciated bonds of the practically bankrupt St. Paul and Pacific railroad.

In 1880, with ten other capitalists, Hill began the construction of the Canadian Pacific railroad. He did not remain long in this concern, but retired to devote himself to the development of a scheme which had been the burden of his waking thoughts for several

years. He had already begun to reap some of the substantial reward of his energy when he became acquainted with the woman who became his wife. She was a waitress at the hotel in which he lived, and she had nothing to plead but cause beyond a comely face and a dignified and womanly manner. Hill might have had his choice among the marriageable maidens of St. Paul, but he made up his mind that Mary Meghan was the one woman in the world who had been created for the express purpose of becoming his helpmeet. He so expressed himself to Miss Meghan and since she did not dissent they became engaged. But Hill had already fixed in his

mind that Mary Meghan was the one woman in the world who had been created for the express purpose of becoming his helpmeet.

After her graduation they were married. Their subsequent life has proved to be an ideal one, and Mr. Hill maintains gallantly that the most profitable deal he ever made was the one that secured Mary Meghan. Nine children have been born to the couple—six daughters and three sons. Of the daughters three are married and three are still living with their parents at St. Paul. The three boys are all in the railroad business with their father. Each of them has been compelled to serve a long and severe apprenticeship and has thus become familiar with the business in all of its phases. James N. Hill, the eldest, is identified with one of the Great Northern branches. Louis, the second son, is vice president of the Great Northern and his father's right

hand man, attending to much of the executive business. It is understood in the family that Louis will be chosen to inherit his father's great work as he inherits in a marked degree the peculiar ability which has landed the elder Hill at the top. Walter, the youngest son, is still a clerk.

Owing to the rugged outdoor life of his boyhood and early manhood Mr. Hill is as strong physically as many a man of half his years. He has little inclination to indulge in modern outdoor diversions of any description and is not especially fond of horses. He is moderately devoted to yachting, and his steam yacht Wacousta is one of the best on the Atlantic coast. His farm

of North Oaks, twelve miles north of St. Paul, is famous as the place upon which he began breeding fine blooded stock to present to the farmers along the line of his road that they might improve the quality of their herds and thus help to build up the northwest and the Great Northern. His buffalo and elk herds have become known all over the world.

Mr. Hill has never abandoned his habit of reading, and his range is both wide and deep. He is thoroughly conversant with the English classics and is reputed to have memorized many pages of Chaucer and Spenser. He has mastered the history of art and is also an expert authority on pictures and gems. He has no especial taste for establishing public institutions, although he has endowed a large Roman Catholic school in recognition of

his great landed estate is one of the most noteworthy in America. It is much more extensive than that of John D. Rockefeller on the Pocantico hills. It covers an area of 35,000 acres and is diversified by lakes, forests, fertile level stretches and hills that are almost mountains. Mr. Harriman's nominal home and "taxable" residence is at Arden Farms, near the exclusive "fuxeto" colony. In the social life of which the Harrimans take a prominent part, besides these country homes, the family has a brownstone structure on Fifth avenue, but both Mrs. Harriman and the children are fond of the country and only come to New York during the opera season. Mrs. Harriman is a noted cross country horseback rider, and her children are also fond of the exercise. They actually spend the greater part of the year at the Orange county estate, where Mr. Harriman is erecting a mansion which, when completed, will be one of the noblest private residences in America.

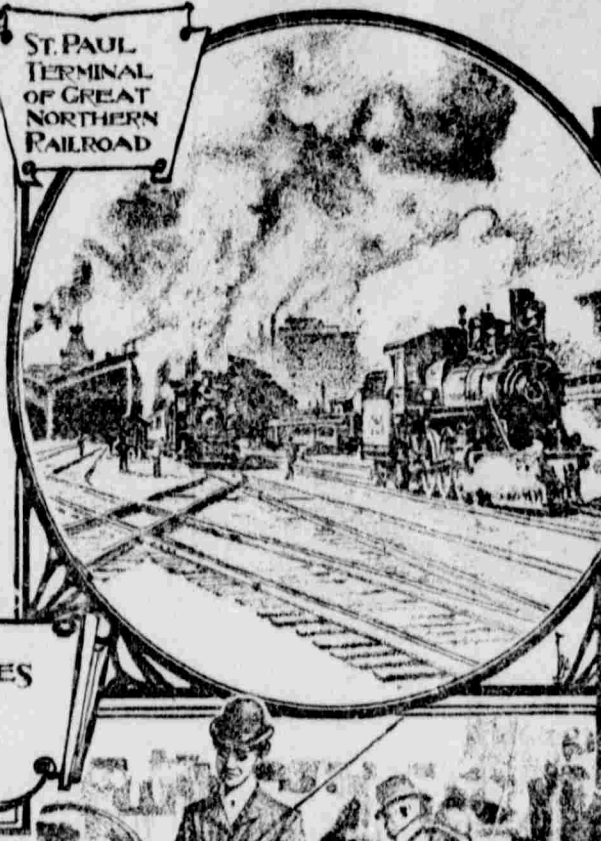
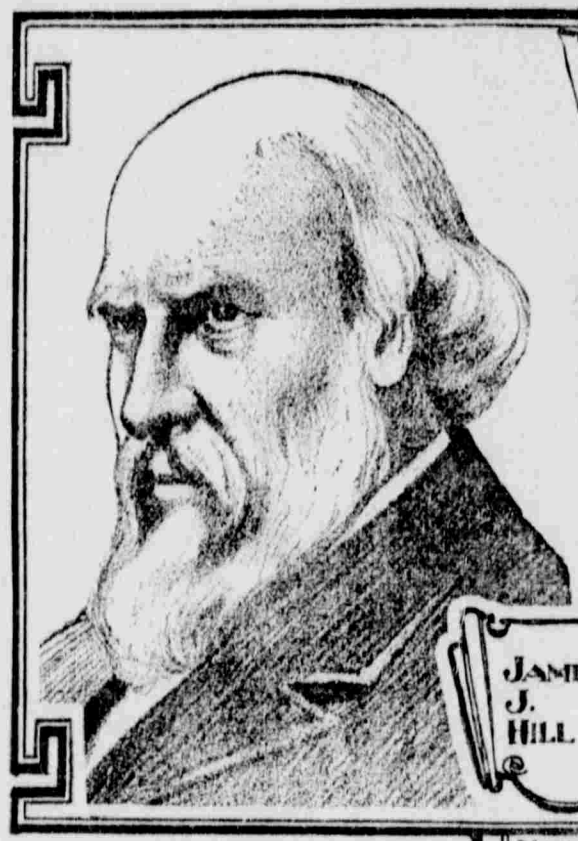
JAMES L. TREVATHAN.

WHERE COOLNESS REIGNS.

The largest mass of ice in the world is probably the one which fills up nearly the whole of the interior of Greenland, where it has accumulated since before the dawn of history. It is believed to now form a block about 600,000 square miles in area and averaging a mile and a half in thickness. According to these statistics, the lump of ice is larger in volume than the whole body of water in the Mediterranean, and there is enough of it to cover the whole of the United Kingdom of Great Britain and Ireland with a layer about seven miles thick. If it were cut into two convenient slabs and built up equally upon the entire surface of "gallant little Wales" it would form a pile more than 120 miles high. There is ice enough in Greenland to bury the entire area of the United States a quarter of a mile deep.

AN ANCIENT VEHICLE.

Buffalo Bill's Deadwood coach is a mere infant by the side of an ancient diligence which has been unearthed in France for the Adam fete at Longjumeau. This venerable machine actually dates from 1766 and is painted light yellow, but the lettering which it used to show the places to which it traveled is no longer legible. In the coupe it can carry four passengers and six inside, while the interior and rotunda can between them accommodate sixteen people. The old diligence belongs to an antiquary named Broquin. In the fete it was able to run from the Place du Theatre Francaise to the village of Longjumeau.



pletion of the line caused Hill to blaze forth as a great light in the business firmament. The transportation which he furnished to a vast region peopled only by wild animals, red Indians and a few adventurous trappers and hunters soon began to transform it into the dwelling place of settlers by the thousand. Through his great Pacific steamship line the traffic of his long land route now extends to the faraway orient.

Mr. Hill was born in Canada, on a farm near Rockwood, Ontario, in 1838. When still in his teens he emigrated across the line and halted at Syracuse, N. Y., where he worked awhile on a farm. The following Fourth of July he started westward with the intention of settling on the Pacific coast, but was so pleased with Minnesota that he decided to remain at St. Paul, which at that time had a population of less than 10,000. Here he settled down and began to carve his fortune with almost ferocious seriousness. His first situation was as porter for a commission house, and his work was so laborious and so uncleanly that he became known as the "mud clerk" of the establishment. He had perfect health and a strong body, and there was never any complaint of his unwillingness. He more than held his own at the heavy toil, and when night came he still had strength to read and study.

For about ten years Hill served at a hard manual apprenticeship, and he never once relaxed in his reading, solid literature being his regular diet. At the end of this strenuously spent decade he was better prepared to cope with the problem of life than are most college bred men. He resolved to go into business for himself, and with some friends who had little else than ambition he started in the transportation



MISS MARY HARRIMAN (DRIVING) AND MR. HARRIMAN

years—the building of a northern line to the Pacific coast. American capitalists regarded the project as visionary and wholly impractical. They declined emphatically to interest themselves in anything so chimerical. Hill went to Montreal and succeeded in inspiring the Canadian financiers with a little of the enthusiasm which animated him and among them some Dutch capitalists who had got wind of the undertaking he found ample backing, and the road was built.

Although Mr. Hill is by nature one of the most practical of men, with a sharp outlook always on the main chance, he has been subject to occasional romantic lapses. His courtship and mar-

riage were cases in point. He had already begun to reap some of the substantial reward of his energy when he became acquainted with the woman who became his wife. She was a waitress at the hotel in which he lived, and she had nothing to plead but cause beyond a comely face and a dignified and womanly manner. Hill might have had his choice among the marriageable maidens of St. Paul, but he made up his mind that Mary Meghan was the one woman in the world who had been created for the express purpose of becoming his helpmeet. He so expressed himself to Miss Meghan and since she did not dissent they became engaged. But Hill had already fixed in his

mind the future that was opening before him. His prophetic vision anticipated the great wealth, power and position that were certain to be his, and he knew that Mary Meghan, attractive, self poised and capable though she was, was not fitted to become the wife of such a man as he purposed to be. In this she agreed perfectly, and when he proposed as a logical way out of the difficulty that she should become educated at his expense she interposed no serious objection, only stipulating that she should be permitted to go to an institution conducted by members of her own religious communion—she was and has always remained a devout Roman Catholic. Although he was and is still

Probable New Head of the Treasury Department

WHEN Secretary Shaw retires from the cabinet, a step which his business interests will make imperative in the near future, the treasury portfolio will in all probability be offered to Charles Gages Dawes of Chicago. Mr. Dawes has already served a valuable apprenticeship in national financial life, having been comptroller of the currency in 1897, when Lyman J. Gage, also of Chicago, was secretary of the treasury. He held this responsible position until October, 1901, when he resigned to become a candidate for the United States senate from Illinois, a distinction which he failed to obtain.

At the time of his appointment as comptroller of the currency it was considered that the west had received an especial compliment. This was partly on account of the fact that both secretary and comptroller were chosen from the same western city, but chiefly because it was a public recognition by the president of the remarkable ability of Mr. Dawes, which was well known in the western states. He had not, like Mr. Gage, been prominent for years in financial circles, but during the last McKinley campaign he had developed qualities both as a writer and as an organizer that forced themselves on the attention of the party managers, and he was among the earliest workers in the Republican cause to receive an invitation to call on the president. He was the executive head of the McKinley campaign in Illinois, his home being at Evanston, one of the suburbs of Chicago.

Mr. Dawes represented Illinois on the national executive committee and was no small factor in the struggle which resulted in a great improvement in existing municipal conditions in Chicago. He entered the office of comptroller of the currency on Jan. 1, 1897, succeeding James H. Ekeles, and was immediately confronted by one of the

most perplexing problems that ever came to the office for a solution. It was the projected reorganization of the Chestnut Street National bank of Philadelphia, which had gone to the wall under the most scandalous circumstances and which some of the leading financial operators of the Quaker City had determined to set on its feet. Mr. Dawes was firm in his opinion that such a move would not be expedient, and he decided to that effect. His decision gave great dissatisfaction at the time, but it was afterward made apparent that he had been entirely correct in his judgment and his course brought about a saving of at least \$1,000,000 to the creditors of the defunct institution which would have been lost otherwise.

One of his first acts after taking office was to put a stop to the practice which had prevailed of employing national bank examiners in the private examination of banks. He soon made a ruling levying a second assessment on stockholders of insolvent banks when the first assessment had been smaller than the law authorized, and he also established the practice of relating to stockholders such portions of the prior assessment as were found by further liquidation to have been excessive under the law. These rulings have been upheld by the courts almost without exception. He also organized a system of consolidation of insolvent banks in the last stages of liquidation, so that thirty-seven receivers were at once displaced by two.

When Mr. Dawes went into the comptroller's office many of the national bank failures of 1893 were still hanging fire. In four years he collected over \$25,000,000 from assets which had seemed of little practical value. His reports to congress were the most lucid and comprehensive that had been made up to time, and they excited much discussion both in American and in European journals. One of his most noteworthy achievements was to prepare a complete list of statistics relating to banking in the United States



CHARLES G. DAWES.

and Ireland is but 42,000,000. Japan's population exceeds that of France by nearly 9,000,000, of Italy by 15,000,000 and of Austria-Hungary by 500,000. Outside of Asia there are but three countries in all the world with greater populations than Japan—Russia, the United States and Germany.

The new victory and Lady Minto have known many adventures by land and sea. They made an expedition to

prominently as a candidate for governor. Young Dawes attended the public schools of his native town and was graduated from Marietta college at the early age of seventeen. During his vacations he studied civil engineering and was for a brief period chief engineer of a road now incorporated in the Toledo and Ohio. He subsequently completed the course at the Cincinnati Law

school some months before he arrived at his majority and could not be admitted to the bar until then. Three years later he married Miss Cora D. Blymyer of Cincinnati and removed to Nebraska, settling at Lincoln.

Mr. Dawes soon became prominent as a lawyer and business man in the capital of Nebraska, taking an active part in public affairs and quickly assum-

ing the lead in various reforms. He was especially interested in the passage of the interstate commerce law and was outspoken in his interpretation of the manner in which the freight schedules should be regulated. At that time he was not in exact sympathy with the policy of his party in this matter, but inclined toward the Populist theory. This temporary divergence, however, did not affect his political standing. He was a director of the American Exchange National bank at Lincoln, vice president of the Lincoln Packing company and was also interested in many other local enterprises. Besides this, he was remarkably successful at law and was engaged in most of the profitable litigation in the state. In 1895 he removed from Nebraska to Evanston, Ill., to assume the presidency of the Northwestern Gaslight and Coke company.

Much of Mr. Dawes' political good fortune was due to the intimacy which existed between his family and the McKinsleys, an intimacy which dated from the time General R. R. Dawes and Major McKinley served together in the civil war. Subsequently they were both members of the Ohio lower house at the same time and the intimacy was renewed. As was natural, the son grew up to be an ardent admirer of his father's old friend and comrade, and when he reached man's estate he espoused the Canton statesman's rapidly advancing cause with an enthusiasm that soon led him to the front. When the responsibility of the McKinley campaign in Illinois was entrusted to him it occasioned much surprise and not a little criticism among the party leaders, for their candidate had many staunch and capable friends in the state who were prepared to spend and be spent in his service. Mr. Dawes was only thirty-one years of age and practically unknown, and the party organization was prepared to play the "favorite son" expedient to its limit. In spite of this powerful opposition Mr. Dawes succeeded in unifying the sentiment in favor of his candidate, and the local candidate was buried under

the instructions for the Ohio man given by the majority at the Springfield convention.

Mr. Dawes is a handsome man, with a fine figure, about medium height, and a most attractive personality. He is a good talker and a logical and forcible public speaker. He is an excellent classical scholar and also has an intimate knowledge of several modern languages. As a performer on the platform Mr. Dawes has a reputation that puts him on a level with the veteran Carl Schurz and the almost equally proficient George B. Cortelyou. Mr. Dawes and his interesting family have many friends in Washington, and they will be regarded as a welcome addition to society at the capital.

ELBERT O. WOODSON.

LAW AND THE QUEEN.

The legal position of Queen Alexandra is very curious. So far as her private business is concerned she is not regarded by the laws and customs of England as a married woman at all. She is the only woman in Great Britain who does not come within the scope of the married woman's property act. The idea of the law is that affairs of state consume all the time of the king and therefore no responsibility for the queen's private business rests upon him. If the queen contracted debts in her husband's name, he would not be responsible for them as any other husband would. The king cannot be sued for debt, but the queen can be. Should the king die, some authorities hold that the queen could not marry again in case she wished to do so without the special license and commission of the king's successor.

ICE KILLS DESIRE FOR ALCOHOL.

Mr. Wilson, the junior surgeon on the Discovery during Captain Scott's antarctic expedition, states that the taste for alcoholic drinks dropped suddenly when he and his colleagues entered the ice region, and that the disinclination increased as time went on.

Lord Roberts is able to endure a fast so prolonged that most men would be incapacitated by it. He eats very sparingly at all times and always of the simplest kinds of food.

A showman in France is exhibiting a girl of seventeen who weighs 414 pounds.

NEW AND TRUE.

Large oil wells have been discovered in the northern part of Roumania, and petroleum is now being exported to many parts of Europe, where it takes the place of American and Russian petroleum.

The Duke of Bedford, who is the ground landlord of Covent Garden market, London, derives over \$75,000 a year

from that space alone. It came into the possession of the Bedford family three centuries ago at a time when its yearly value was estimated at \$32.

Japan has an area actually 27,000 square miles greater than the British Isles and 5,000,000 more inhabitants. In other words the population of Japan is 47,000,000, while that of Great Britain

and Ireland is but 42,000,000. Japan's population exceeds that of France by nearly 9,000,000, of Italy by 15,000,000 and of Austria-Hungary by 500,000. Outside of Asia there are but three countries in all the world with greater populations than Japan—Russia, the United States and Germany.

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Dawson City and to the Klondike, where they slept in police barracks. Later they did the journey from Ottawa to Montreal, a distance of some 120 miles, in Canadian canoes and camped out by night. Lady Minto rode through the Rocky mountains on the cowcatcher of an engine. She has tobogganed, waltzed triumphantly on skates from one end of a Montreal lake to the other, has sleighed, photographed. History does

not say indeed what she has not done in her time.

The young crown princess of Germany is rapidly becoming the leader of fashion in Berlin. She has set a new custom, which is becoming extremely popular. While walking she almost invariably carries a gold top and ornamented with a silken bow. Her royal highness has a large collection of sticks,

from which she is able to select one to suit any costume that she may be wearing. One very handsome mauve colored stick is finished off at the top with a flat crystal button and bears her initials in rubies.

The king of the Hellenes generally spends some part of each summer in a pleasant way. He turns farmer and works as hard as though he were a laborer. He can plow a field, cut and bind

corn—in short, keep a farm going from start to finish as well as though it were his sole business in life.