

YOUTHFUL CAREER

OF THE WORLD'S GREATEST IRONMASTER.

ANDREW CARNEGIE.

ANDREW CARNEGIE is the one conspicuous American millionaire born in this country. He is worthy of note, despite the enormous immigration which has been in progress since the birth of the Republic, for the few men of foreign birth who have attained positions of consequence have done so by the aid of the American people. Carnegie is the only one born in a foreign country who has become a millionaire in this country.

He was born in Dunfermline, Scotland, on February 25, 1835. His father, James Carnegie, was a weaver, and his mother, Margaret Carnegie, was a spinster. He was the second of five children. He was educated in the common schools of his native town, and attended the Glasgow Academy for a short time. He was a very bright boy, and was known for his ability in mathematics.

He came to America in 1848, at the age of thirteen, and worked in a cotton factory. He was a very hard worker, and was known for his industry and energy. He was a very successful manager, and was known for his ability to organize and manage large enterprises.

He was a very successful businessman, and was known for his ability to make large profits. He was a very successful investor, and was known for his ability to make large investments. He was a very successful philanthropist, and was known for his ability to make large donations to charity.

He was a very successful leader, and was known for his ability to lead large groups of people. He was a very successful speaker, and was known for his ability to give long and interesting speeches. He was a very successful writer, and was known for his ability to write long and interesting articles.

He was a very successful man in every way, and was known for his ability to do everything well. He was a very successful man in every way, and was known for his ability to do everything well. He was a very successful man in every way, and was known for his ability to do everything well.

Mr. Carnegie the One Great American Millionaire Who Was Not Born in America—His Father's Ill Luck Proved His Good Luck—His Consistent Faith in the Goddess of Fortune—His Mother Suggested Coming to America—Earned His First Money as a "Bobbin Boy" in Allegheny City—His First Investment and His Sleeping Car and Oil Land Ventures by Frederick Upham Adams.

strain hundreds of thousands of men and women lived the lives of slaves, released only by untimely deaths. Fourteen, sixteen, and even eighteen hours were not considered too much for a day's work. Such was the folly, stupidity and inhumanity of an era which happily has passed, and passed forever.

At the end of a year Andrew left the cotton factory and went to work for a young Scotchman, John Hay, who was a distant relative. For a while young Carnegie did about the same work as in the cotton factory, but he was promoted and given charge of a boiler in the cellar. Here he had not only to fire the boiler, but to run the small engine which drove the machinery. The boy knew nothing about boilers and engines, but he did not hesitate to take the chance.

"The firing of the boiler was all right," says Mr. Carnegie, "for fortunately we did not use coal, but refuse wooden chips, and I always liked to work in wood. But the responsibility of keeping the water right, and of running the engine, and the danger of making a mistake and blowing the boiler, were new to me. I was a stranger in the factory, and I always liked to make myself sitting up in bed through the night, trying the steam gauges. But I never told them at home that I was having a hard time. My kind employer, John Hay, peace to his ashes! soon relieved me of the undue strain, for he needed some one to make out bills and keep accounts, and finding that I could cipher, I became his only clerk. But still I had to work hard in the factory, for the clerking took up but little time."

ALWAYS WILLING TO "CHANCE IT."

The above incident, related by Mr. Carnegie's own words, is a typical one in his career from the age of twelve to twenty-five. He never hesitated to take a chance when promotion was in sight. He did not wait until he had mastered an occupation or a situation before accepting it. He accepted it first and then mastered it. He was an engineer before he knew anything about boilers, before he knew anything about engines, before he knew anything about the successive duties which he assumed. If that boiler in the little dark basement had not been "built on luck," had a single team or rivet failed in its duty, many an American city would today be without a public library building.

As an instance of the effect of oblique influences in determining one's future career, Mr. Carnegie has often said that he is greatly indebted for his advancement to his father's skill in checkers. The elder Carnegie had left the cotton factory and was then a moulder where checker players were wont to assemble. Here he met a Mr. Brooks, and had many a bout with him. He brought Andrew with him sometimes, and one day he said to his son: "I don't know what to do with my boy." Mr. Brooks was one of the managers of the Pittsburgh telegraph office.

"Send the boy to my office and I will make a messenger of him," said Mr. Brooks. The boy was glad to accept the chance.

TELEGRAPH MESSENGER.

"My only dread," says Mr. Carnegie, "was that I should some day be dismissed because I did not know the city, for it is necessary that a messenger boy should know all the firms and addresses of men who are in the habit of receiving telegrams, and I was a stranger in Pittsburgh. However, I made up my mind that I would learn to repeat successfully each business house in the principal streets, and was soon able to shut my eyes and begin at one side of Wood street and call every firm successively to the top, and then pass to the other side and call every firm to the bottom. Before long I was able to do this with the business streets generally."

Mr. Brooks had an old telegraph instrument in his office, and he showed

was just salary obtained for regular work, but here was a little business operation on my own account, and I was very proud indeed of my gold dollar each week."

When the Pennsylvania Railroad was completed to Pittsburgh, Thomas A. Scott became superintendent of that division of the road. The young telegraph operator became acquainted with the railroad magnate through the circumstances that he frequently handled his messages. When the railroad put up a wire of its own, Mr. Scott asked Andrew Carnegie if he would like to become his clerk and operator. He gladly accepted the offer, which was accompanied by a tremendous increase in salary, which jumped from \$25 to \$35 a month. Mr. Scott received \$125 a month, and young Carnegie used to wonder "what on earth he could do with so much money."

WOULDN'T WORK TODAY.

Those who aim to duplicate Mr. Carnegie's career should pause and consider that the present relations between railroad superintendents and clerks and operators are not the same today as they were a generation or more ago. It is more than likely that the clerk or operator who should imitate the following incident in Andrew Carnegie's railroad career would have to look for a different position. Here is what happened, as Mr. Carnegie relates it:

"One morning Mr. Scott was a little late getting to the office and there had been an accident on the eastern division. To the best of my recollection a bridge had been burned or washed away, and the through express was behind time. There was only one track and the freight trains were on the siding all along our western division waiting for the express."

"I glanced the situation from the telegrams I found, and set down at once to do what I knew Mr. Scott would do if he were there. I wired the conductor of the express that I was going to give the freight trains three hours and forty minutes of his time, and told him to answer me so that I might know that he understood the situation. He answered me that he did, and I then wired to the conductor of each freight train, and started the whole string of them. Every telegram was signed 'Thomas A. Scott.' Presently Mr. Scott, who had heard about the trains all being late and an accident on the road, came hurriedly in and sat down to the pile of telegrams."

"Here it is one o'clock," he said, "and the express not in the city, and the freight trains all being late and the accident on the road, and the fact that I have wired the orders I thought you would send. Here are the telegrams and I think you'll find the through freight already in the yards."

"He looked hard at me," continued Mr. Carnegie, "and never said a word. A few days passed. One morning J. Edgar Thomson, the president, came into our office at Pittsburgh. I felt a hand on

SKY PILOT COMING.



M. Santos Dumont, Solver of Aerial Navigation Problem, Contemplates Visit to America to Show Wonderful Machine.

M. Santos Dumont and his wonderful navigable balloon showing how sky pilot looks in his wicker basket.

M. Santos Dumont, the clever young Brazilian inventor, who has come nearer to the solution of the problem of navigating the air than any other expert, contemplates shortly visiting this country with his wonderful contrivance which he will place on exhibition. Santos Dumont's airship is almost perfect and the inventor is striving to overcome the few imperfections of his device. The whole world is absorbingly interested in the attempts of this brave young man and many competitors are coming forward to clutch laurels from his triumphant brow.