

Morgan and Morganism

THE MAN AND HIS METHODS.

Who Are His Assistants?

Under the heading of "Morgan and Morganism," "The Man and His Methods," the London Daily Mail is publishing a series of letters on the great American financier that will read with marked interest by his fellow countrymen at home and abroad. The eighth and ninth articles are herewith reproduced.

There is one commodity of which Mr. Pierpont Morgan has always managed to acquire the best and most costly that the market can supply—brains. As an art nothing appeals to him that is not a masterpiece. He will not tolerate mediocrity. He has been noted throughout his career for the capacity of his brain. It has been said of him that he is always to be measured by the efficiency of his staff. Mr. Morgan's own great powers, if they were not proved by his achievements, were not proved by the great men who have always served him. His ability as a commander in chief was recognized even in America. He was the greatest financier of his age and the greatest leader of the persons who served him. He had passed into a prophet.

Throughout his career the fact of employment by him has always been regarded in New York as a business diploma. It is not only that he has employed the best men, but he has stimulated them to the best work that was in them. No one in his service has ever been idle. He has given every man the opportunity of doing his best, and no man has failed to do it.

His right-hand man in New York is his partner, Mr. George N. Perkins. In the American mind of business is the first of the most prominent men of business. He is one of the foremost figures in the social hierarchy. His reputation is national. His characteristics, his methods, his aims and his doings are as well known as if he were a society actress or a racing peer.

In England there are men occupying positions corresponding with that of Mr. Perkins whose names are absolutely unknown outside the radius of their own country. Who, for instance, has ever heard the name of the manager of Pickford's or of Sir Edmund Selous? But in America, where the doings of the great yet invisible men are looked upon with contemptuous amusement, they are regarded as a fashionable folly.

In business he is exact and punctilious, though a certain suggestion of the overbearing in his business manners has been noted. But it is Sir Clinton Dawkins, P. C., who is to be regarded as the chief representative of the Morgan interests in England. Not even young Mr. Morgan's position as the son of his father carries the weight which Sir Clinton's own record commands. The record of his career is a long succession of honorable achievements. He was one of the prize boys of the Empire. Alfred Milner, George Nathaniel Curzon, and Lord Curzon were his friends and associates. He carried the weight which Sir Clinton's own record commands. The record of his career is a long succession of honorable achievements. He was one of the prize boys of the Empire. Alfred Milner, George Nathaniel Curzon, and Lord Curzon were his friends and associates.

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To Mr. J. Pierpont Morgan Jr., attaches the vast interest that the world has in the heir to a throne. He is next in succession to a reality of power for good or ill such as few of those who will succeed to thrones can look forward to exercising. The millions the

father has accumulated and the power and influence he has built up are of his own making, the product of the force of his personality. Upon his successor will devolve a responsibility for which the mere right of succession will not be sufficient equipment. Will the son be able to carry the burden he will inherit?—this is a question of greatest moment to the commercial world. A thousand conflicting and naturally hostile interests are concentrated and united in the vast series of Morgan combinations. They are kept together by the power of the one master-mind. To continue to keep them together will be a task as great as that of the prince who succeeds the aged emperor of Austria-Hungary.

Physically Mr. John Pierpont Morgan is the son of his father—tall, big and strong, robust of manner and voice. Like his father also in the fact that the making of wealth has more fascination for him than the enjoyment of it. Living permanently in London, with every advantage and every opportunity for the enjoyment of the distractions of the fashionable world, he nevertheless is better known in the city than in what is called society. The hobby horse he rides is stable at 22, Old Broad-street. He is liked very much by those who meet him for the bluff, hearty manner that belongs to his physique. He plays golf, which does not seem a very terrible thing over here, though in New York some of the unbending apostles of the strenuous shake their heads over the circumstance. But in America, where the doings of the great yet invisible men are looked upon with contemptuous amusement, they are regarded as a fashionable folly.

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What Is The Shipping Trust?

In many respects Mr. Pierpont Morgan's greatest achievement has been the shipping trust. It is the traditional dream of the patriotic American to see that distinction transferred to New York. It is the boast of the patriotic American that already the financial center of gravity has crossed the Atlantic, and he looks expectant to the time when the center of the production and distribution of commodities will also be transferred. America, with her huge territory, her diversity of land and climate, her boundless resources of every kind, has always been a land of her own needs. But she has never been able to market her products to her own full advantage. The huge profits of distribution have gone elsewhere, chiefly to England. The market price of her grain was fixed for her in Liverpool. All her other abundant products England has mainly enjoyed the profits of marketing for her.

Mr. Pierpont Morgan and other patriotic Americans look forward to the time when American produce will dominate the markets of the whole world. The acquisition of the Atlantic liner is a development along the line of the cherished traditions of United States policy. Whatever Wall street—which, like all other places of exchange, looks to the immediate profit of the turn of the market—may say of the enterprise, there is no lack of appreciation of the scheme on higher national grounds. It is believed that the scheme commands something more than mere approval in Washington. It is the harbinger of a great scheme of American advantage, and every American patriot ought gladly to give it his support, even at the cost of personal financial loss.

But it would be at once tragic and humorous to speak of the scheme with the assistance of English capital. Mr. Pierpont Morgan and other patriotic Americans look forward to the time when American produce will dominate the markets of the whole world. The acquisition of the Atlantic liner is a development along the line of the cherished traditions of United States policy. Whatever Wall street—which, like all other places of exchange, looks to the immediate profit of the turn of the market—may say of the enterprise, there is no lack of appreciation of the scheme on higher national grounds. It is believed that the scheme commands something more than mere approval in Washington. It is the harbinger of a great scheme of American advantage, and every American patriot ought gladly to give it his support, even at the cost of personal financial loss.

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Time Table

In Effect Feb. 1, 1903.

ARRIVE.	
From Ogden, Portland, Butte and San Francisco.	8:30 a.m.
From Ogden and intermediate points.	9:10 a.m.
From Caliente, Milford, Nephi, Provo, and intermediate points.	9:35 a.m.
From Ogden, Cache Valley, Chicago, St. Louis, Omaha, Denver and intermediate points.	10:41 p.m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	4:05 p.m.
From Portland, Butte, Boise and Tacoma.	5:00 p.m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	9:35 p.m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	10:41 p.m.

DEPART.	
For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis.	7:00 a.m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	7:30 a.m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	7:45 a.m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	9:45 a.m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	12:30 p.m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	12:30 p.m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	5:45 p.m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	9:05 p.m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	10:41 p.m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	10:41 p.m.

Daily except Sunday.

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Current Time Table.

LEAVE SALT LAKE CITY.	
No. 6—For Grand Junction, Denver and points east.	8:20 a.m.
No. 2—For Provo, Grand Junction and all points east.	9:15 a.m.
No. 4—For Provo, Grand Junction and all points east.	9:20 a.m.
No. 1—For Brigham, Lehi, Provo, Mant, Marysville, Grand Junction and all intermediate points.	9:30 a.m.
No. 3—For Bunka, Payson, Heber, Provo and all intermediate points.	9:50 p.m.
No. 11—For Ogden and all intermediate points.	4:10 p.m.
No. 2—For Ogden and all intermediate points.	4:10 p.m.
No. 4—For Ogden and all intermediate points.	12:30 p.m.
No. 6—For Ogden and all intermediate points.	9:50 a.m.
No. 10—For Ogden and all intermediate points.	8:15 a.m.

ARRIVE SALT LAKE CITY.

No. 12—From Ogden and all intermediate points.	9:05 a.m.
No. 1—From Provo, Grand Junction and the east.	9:35 a.m.
No. 3—From Provo, Grand Junction and the east.	10:50 p.m.
No. 8—From Provo, Brigham, Marysville, Mant, Heber, Provo and intermediate points.	6:00 p.m.
No. 6—From Ogden and all intermediate points.	8:20 a.m.
No. 4—From Ogden and all intermediate points.	9:10 a.m.
No. 7—From Bunka, Payson, Heber, Provo and intermediate points.	10:00 a.m.
No. 10—From Park City, Heber, Provo and intermediate points.	9:45 p.m.

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