

## JOHNSON THE MAN.

Human Side of Minnesotan Twice Elected Governor.

HARD WORKER AND STUDIOUS

Instance That Depicted His Great Love For Reading—Devotee of Baseball, One of His Witty Stories—How He Settled a Strike Without Riots.

Much has been written of the political career of John A. Johnson, governor of Minnesota, but very little has been said of the man himself, little that is descriptive of his personality, his earlier career, his traits and habits—in short, nothing that gives a concrete idea of the man himself.

The term "self made man" can be applied to Governor Johnson in its entirety. At the age of twelve years the burden of the home devolved upon his young shoulders, and he even then demonstrated that he was made of the material of which the heroes of the United States have been fashioned. Lincoln in his hardest days never had to endure more as a boy than did the governor of Minnesota. The boy's life was filled with the thorns of life, and the roses were sadly lacking. His parents, who a short time before his birth left Sweden and settled at St. Peter, Minn., a small town in the southern part of the state, were shiftless and improvident. At the age of twelve he was taken out of school and apprenticed to a printer. Here love for learning developed, and he arranged to attend the country school during half sessions until he finished. Two terms at the high school finished his education, but for years afterward he studied until he mastered the speech of four languages and became one of the best read men in the state.

After finishing school he remained with the country publisher who aided him in life's battle and learned the mechanical end of the newspaper business. For years his life was a weary struggle. Hard work and domestic misery were all young Johnson knew during his boyhood days, but his love for literature opened to him a land of delight and golden promise.

### His Love For Reading.

A story is told of him at St. Peter which shows his love for reading. When he was first apprenticed to the printer he slept in the rear of the shop. His employer was kind hearted, but thrift often got the better of him. So, seeing that his kerosene bill was about doubled with the advent of young Johnson, he called the boy to task and forbade him burning the lamp at night for reading purposes. Johnson solved the problem by buying a supply of candles. This went well until one night he went to sleep and left the candle burning. A small fire was the result. When the man asked him the cause of the fire he confessed the entire affair and further added that he would gladly work and pay for the damage if he might be permitted to still burn candles so he might read at night. This touched the employer's heart, and the boy was provided with a lamp for his own private use.

As a boy Governor Johnson was a dull scholar and did not love work any more than any other boy of his age, but when he came to the age of reason and realized that his life would be what he made it himself he devoted himself to his task with ardor. While he made many friends, he made no enemies.

### Baseball Enthusiast.

Young Johnson left school to help his mother. She took in washing and John delivered the washing. Two years later he got a job as clerk in a grocery store and then prevailed upon his mother to quit her job and let him support the family.

One would think that an early experience of this sort would have hardened and soured the boy's character. But there was one fact that saved him from an excess of ridicule and persecution. There wasn't a lad of his age in St. Peter that could beat him playing baseball. He would come from his work day after day and make his brother stand up against the wall in the back yard while he practiced straight arm pitching.

Fond of good, clean, witty stories, the kind with a laugh in them, Governor Johnson on one occasion was asked if he proposed to be a candidate for the Democratic presidential nomination.

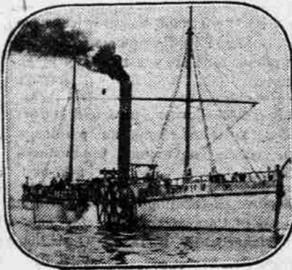
### All Ready For a Strike.

"I can best answer that," he responded, "by telling you of the experience of a Minnesota farmer. This man of the soil took a load of grain to the city and exchanged it for a few barrels of rye, the liquid variety. Returning home, he transferred a part of the load, and by the time he arrived at his place he was feeling very comfortable. Walking toward his house, he ran into a rattlesnake coiled up ready for business. He stuck out his leg. 'Strike, god darn ye!' he exclaimed. 'I'll never be in better shape for ye than I am now!'"

The way Governor Johnson settled a strike one summer shows his power as a conservative official. The miners in the Mesaba range went out, and there was imminent peril of violence. Instead of sending his state militia to the scene Governor Johnson himself went alone. He talked with the strike leaders, and with the employers. He visited the strikers and heard their grievances. He gave them good advice. If they remained orderly, he said, no troops would be sent, but if they became violent he would be forced to quell their violence with soldiers. The strike was settled without riots.

## TEST OF THE CLERMONT.

Replica of Historic Vessel to Participate in Hudson-Fulton Celebration. Piping a thin treble note in response to complimentary salutes of the sturdy tugs, launches and ocean going steamers her original made possible, the replica of Robert Fulton's first steamboat, the Clermont, which is to steam up the Hudson river ahead of the great water pageant in the Hudson-Fulton celebration, went through her official trial the other day in the Kill von Kull off Staten Island and, though the trip very nearly ended disastrously. It was a great success in every way. Under her own steam and propelled by an engine an exact duplicate of the one Fulton worried over, the new Clermont did more than nine



THE CLERMONT.

miles up and down the Kill in the remarkable time of two hours. The trip satisfied the committee thoroughly, and the boat was accepted.

The Clermont is a big boat. There is room for two to pass along the narrowest part of her deck and for fully fifty persons to stand upright in her larger cabin aft. She is 150 feet long and 18 feet wide, flat bottomed and has two masts.

The boat's boiler shows well above her deck. One remarkable thing about the engines is that in all the main parts, except the transmission to the paddle wheels, which is by large cog wheels, is very similar indeed to the engines still being used in river steamers. The walking beam is at the bottom instead of at the top.

When the new Clermont steams up the Hudson the Rev. C. S. Bullock of Stratford, Conn., will represent Robert Fulton, and Ulster Davis, an old river pilot, will be the captain of the boat. Harriet Livingston, who sailed on the first trip with the inventor, will be represented by Evelyn Bullock, and Chancellor Robert R. Livingston, the backer of Fulton, will be represented by his great-grandson, Robert R. Livingston of Cheviot-on-Hudson.

## WOULD SAIL TO THE POLE.

Amos Bonsall Says Peary's Discoveries Confirm Kane's Theories.

In commenting on Commander Robert E. Peary's story of his dash to the north pole Amos Bonsall, the sole survivor of the Elisha Kent Kane expedition, declared recently that he believes it is possible to sail to the pole in a properly equipped vessel.

"Peary's narrative simply confirms the theory I have had since the Kane expedition," continued the aged arctic explorer. "I believe, and Dr. Kane believed, that there was an open polar sea. The tides, the currents and the movement of the ice all seemed to be strong presumptive evidence that beyond the straits discovered by our expedition in 1853 at the north of Greenland lay a great open body of water.

"That my theory is correct is demonstrated not only by the number of leads that at times threatened to baffle Peary and which constantly imperiled him and his men, but by the very significant fact that he failed to touch bottom at the north pole with a 1,500 fathom line. With these facts demonstrated it is my firm belief that a ship as well equipped and protected as the Fram or the Roosevelt should be able to weather the passage to the farthest north."

## APPLE DINNER FOR TAFT.

Spokane Plans One to Rival the Celebrated Possum Feast.

Spokane, Wash., is preparing to give President Taft a dinner that may become as famous as the possum dinner of the south.

In one of the finest banqueting rooms in the world the president will be impressed with the fact that Spokane is the home of the big red apple. The finest specimens of apples grown in the inland empire will be used in the decorations, nearly 20,000 apples being used for this purpose alone.

Apples will be served wherever possible on the elaborate menu. Various viands will be served in the hollowed out shells of apples.

Menu cards and special table decorations will be beautiful and artistic designs of the product of the orchard, and the "bumper crop" will be suggested by "bumpers of cider."

### Amethysts For Brides.

There is an amethyst craze at present. Amethyst is the only gem permissible for the bride, and it is used in a variety of ways. It is found even in hats, pins, belt buckles and shoes, while necklaces fairly blaze with the stones. The craze does not end there, however, for stockings, shoes, parasols and gowns have taken on the amethyst shade.

### All Nations Club.

The All Nations club, whose purpose is to persuade persons coming to the United States from foreign countries to become citizens, has been incorporated. The organization will also aid immigrants in getting a start in their new environment.

## HARRIMAN'S DREAM.

Financier Planned One Great Railroad Trust For America.

TO REACH EVERY BIG CITY.

Transcontinental Trunk Line of Exceptional Efficiency Which Would Subordinate All Independents Projected—Syndicate Being Formed to Carry Out Late Millionaire's Plans.

The waking dream of the late Edward H. Harriman, the railroad genius, was to organize one dominating railroad system in the United States with authority over all transportation business of the country. One powerful group of financiers is being organized to carry out the financier's plans. The lesser groups of railroad owners and the independent systems are trying to organize to combat these capitalists.

It was the Harriman idea to establish one magnificent trunk line between New York and San Francisco. The freight and passenger service of this grand transcontinental trunk line was to be so superior to all other railway services between the two oceans that it could command the cream of all the high class transportation business at good rates. The low grade business was to be left to other lines, which would get just as much business as was allowed them by the master railway men controlling the parent trunk line.

### Hoped to Subjugate Big Lines.

Harriman's plans included the reduction to a state of commercial vassalage of all lines not included in his system. The branches of his own system were to reach every important district of the United States and give good service from every first class city. The subjugation of the independent lines was to be brought about by the power of the grand trunk line to allot the quantity of business which was to be given to the other systems. He expected to make the Pennsylvania railroad treat with the big trunk line just as abjectly as the owners of a little spur connecting at some faraway point on the Union Pacific.

The big business of first class traffic would naturally yield an immense revenue to the long and splendidly equipped line which could render superior service. This would double and treble the value of the investments in the lines which were to go to make up the transcontinental system, the big father of all railroads. There would be enough money left in the treasury to do all necessary fighting in the early stages against systems which might oppose the throne. With this treasury reserve always available the owners of the big system would be able to dictate railway development in all parts of the country.

Mr. Harriman was especially desirous that his plans should be carried out, as their realization would make it immensely valuable for his heirs having his holdings in the companies which were to make up the grand trunk line. For this reason he did not want the accumulations in the treasury distributed, as they were to be used in carrying out his plans. Those who opposed his policy of piling up in his treasuries large reserve stocks of needed lines were those who desired to engage in independent development on their own account in various sections of the land.

### Independents Seek to Forestall.

The independent railway owners and exploiters are moving aggressively now with the hope that they can show enough strength to successfully live against the men who will try to carry out the plans of Harriman and secure control of all the transportation interests of the country. It is understood in Washington that they have no organization, but by working along the same lines in opposition to the men who want to own all the railroads they will have enough power to force the Harriman and allied interests to permit independent development and operation.

One of the reasons why Mr. Harriman wanted and his associates now want the active co-operation of Mr. Morgan is that he is in high favor in Washington. Just at present Morgan is most active in digging into the savings of the French to get financial support for his various enterprises. To have his assistance or even domination at this critical time would be of immense aid to the men who are trying to carry to success the vast plans of the dead manager. Harriman knew better than any that there were differences of opinion in his financial camp. While he was alive he held the opposition in subjection. Some one like Morgan is needed now to keep them in line.

### Hot Fight Begun.

The inside opposition to Harriman is being encouraged by the independent railway owners and developers. They contend that it is better for the railways to throw down the bars and permit the big systems to fight their own battles.

These men have millions and millions of their own and thousands of miles of railroads. They do not relish the idea of becoming hired men of the big railway owners who are to make them subjects of the one big system. These men do not want to ask some great central railroad authority every time they want to build a mile of railroad and get down on their knees and beg for freight and passenger business in their own territories. Some of them would be taken in, but most of them would be left out.

This fight has begun. It is being bitterly and silently fought in the private offices of the big banking houses of New York.

# Two Free Trips to

SAN FRANCISCO, SAN JOSE, SANTA CRUZ, LOS ANGELES and all the principal cities of California.

## A Private Pullman Car for the Exclusive Use of the OREGON BOOSTER GIRLS

All Expenses will be paid by The Gazette-Times. Two weeks of sight seeing, pleasure and recreation. The Oregon Booster Girls will be chaperoned by one of the most prominent matrons of Linn County.

NOMINATE YOUR FAVORITE TODAY Names will be published in the near future

# OREGON BOOSTER GIRL'S TOUR

### VOTE SCHEDULE

#### NEW SUBSCRIBERS

Daily G.-T., 3 mos, \$1.50...	500 votes
Daily G.-T., 6 mos, \$2.50...	1250 votes
Daily G.-T., 1 year, \$5.00...	3000 votes
Daily G.-T., 2 years, \$10.00...	7000 votes
Daily G.-T., 3 years, \$15.00...	11000 votes
Each additional year.....	5000 votes
Weekly G.-T., 1 year, \$2.00...	500 votes
Weekly G.-T., 2 yrs, \$4.00...	1250 votes
Weekly G.-T., 3 yrs, \$6.00...	2500 votes
Each additional year.....	1500 votes

#### COLLECTIONS AND RENEWALS

Daily G.-T., 3 mos, \$1.50....	200 votes
Daily G.-T., 6 mos, \$2.50....	500 votes
Daily G.-T., 1 year, \$5.00....	1500 votes
Daily G.-T., 2 yrs, \$10.00 ..	4000 votes
Daily G.-T., 3 yrs, \$15.00....	7000 votes
Each additional year.....	3000 votes
Weekly G.-T., 1 year, \$2.00...	200 votes
Weekly G.-T., 2 yrs, \$4.00...	600 votes
Weekly G.-T., 3 yrs, \$6.00...	1250 votes
Each additional year.....	1000 votes

### CONDITIONS—Read Carefully

Any young lady is eligible to enter. Candidates may nominate themselves. Nominating coupon in this issue good for 1000 votes if voted on or before Saturday, October 2. Only one nominating coupon will be counted for each contestant. All nominations must be accompanied by proper address of candidate. The county has been divided into two districts. One winner will be sent from each district. Candidates may secure subscriptions anywhere. Reports must be made to Contest Manager at least once a week. At the close of the contest the votes will be counted by five judges, selected by the candidates. The lady who has received the highest number of votes in her district will be declared the winner in her respective district. Successful candidates must place themselves under the guidance and direction of the chaperone and obey her reasonable commands. As the young ladies who make up the party will, by their grace and presence, advertise our beautiful city as well as the state of Oregon, in no small way, they will be expected to wear such badge or badges as will be suitable for that purpose. Votes will be issued on old and new subscriptions. Votes are not transferable. Read the vote schedule.

# Oregon Booster Girl's Tour

## Two of Oregon's Fairest Daughters Go From Benton County

See That Your Favorite Is One of Them. She Will Be Happy to Be One of The Booster Girls From Oregon

The County has been Divided into the Following

Districts:

District No. 1

Corvallis and Additions

District No. 2

Balance Benton County

The contest will close in a few weeks. Enter now and win one of these Grand Trips. You will never know how popular you are until you enter this contest. This trip is worth working for. Fill out the coupon at once and mail to Contest Manager Corvallis Gazette-Times, Corvallis, Oregon.