m. He didn't feel pleasant. His eye anced to light on the head of his im-igration department, and the relief of momentary diversion was too tempting What are you doing now?" he demand-

"Oh," came the reply, "we are getting many people into Montana and be-nd as we can."

detting them into Montana? Why don't get them into Minnesota? You must them into Minnesota." You must them into Minnesota." Yes, Mr. Hill, but.—"
I say, get them into Minnesota. Oh,

ou immigration fellows are all nine outs! Nine spots! You are Fa with the ills cut off! You are zero? Zero!" Then he returned to the poser in hand

with a clarified mind.
One trouble about these outbreaks, though, they say in St. Paul, is that you never can tell when they are serious and when they are not. Sometimes they mean loss of place to the victim, and this comes loss of place to the victim, and this comes often enough to keep the entire force of the road on the qui vive almost continually. You have probably read of his knowledge of detail, that he can tell how much coal any engine hauling a certain tonnage should use per mile; that he knows to a pint how much oil is needed to lubricate sxles, and how many pounds of cotton waste should be used, also that he understands what allowance should be made for head winds and all sorts of bad weather. Well, all those things are so. weather need winds and all these things are so. It is almost true, as some have jokingly said, that he knows every individual tie on the Great Northern, and how long it will last, though he len't as fond of turnunexpectedly anywhere and everywhere on the line, just in time to discover some infraction of his rules, as he was

Fondness for Old Friends a Well-Known Trait

B UT HIS severity and occasional adverse snap judgments against his men are somewhat offset by his attachments to his old-time friends.

Thus, they tell of an afternoon when his office in the Great Northern building was more crowded with visitors than usual even. Solid business men of St. Paul and Minneapolis, two or three big Eastern chaps, men from important towns on the line, contractors and others, were wafting to see the Great Northern's president. Every seat was occupied, there was stand-ing room only. But Mr. Hill was engaged, ing room only. But all Hill was chigaged, and no one could see him. This hasted an hour, an hour and a half, two hours. The crowd grew. Some of the callers who were busy men began to talk of going away without seeing Hill, but no one Possibly some remained out of curi-y. Certainly all were piqued, and cents. Certainly all were paqued, and there were many speculations as to the identity of the man who was closeted with him. What momentous affair, in-volving millions of dollars, perhaps, was cussed in that private office, and

At last the conference was over, the foor opened and out came a gray-bearded old man in the rough garb of the north country. The visitor was William Wilson, with whom Hill became acquainted in the old days of steamboating on the Red River, and whom he had not seen for 30 years. The president of the Great North-ern Railroad Company, who was referred to in a debate in the United States Senate as the "greatest transportation mind in the country," had dropped all business and made others wait for two hours while he talked over old times with an ancient

Here is another story of Hill's devotion to his old friends which may have a searing on his attitude in "practical pol-tics," for as all Minnesotans know, he as practical in politics as he is in

milroading.

This particular old friend had served any terms as corporation counsel, so many in fact that he was referred to one many in fact that he was referred to one day in a local paper's leading editorial as "——, for the last hundred and fifty years corporation counsel of St. Paul," etc. In one of his campaigns for re-election this good soul discovered that the small army of employes in the Great Northern shops was "bucking" him. He really needed these men, or thought he did, and went to his old friend "Jim" Hill with a roar.
"Never send your boy to mill when you

"Never send your boy to mill when you can go yourself!" exclaimed the railroad ist after listening to his old friend's

story.
And forthwith he "hitched up" and drove to the shops and hinted at the probability of a new official appointment or two if certain things didn't stop.

Hill expects his men to be up on detail, man not to be desplaed.

Harriman is as truly thead for them. But when they are—

as Hill, but the life h

Once he said to a clerk "Somers, what is the rate on smoke-stacks to Helena?" from that time rose step by step to various high places, including that of gen-

Hill doesn't select as many for promo-tion as formerly from the mechanical ranks, for the reason, as he once told the writer for publication, that the workmen, being affiliated always with some la-After arriving at that conclusion he be-gan selecting bright clerks and stenograthers, though never setting anyone ahead who does not understand practical rail-roading. In order to observe closely who-ever he had in mind for promotion, he n a tour of inspection. One day he took

But Ward, after taking some dictation from his employer, pulled out a book, in which he buried himself, never once look.

The lilinois Central Railroad man, E. the brokerage business to become a railroad man, on the financial side. From that time till the present his never once look. ing out on the right of way. This annoyed the railroad president, who sent the boy on an errand to another car while he examined the book, expecting to find it the current "best seller." In-stead, however, the book was a work on mathematics—integral calculus, maybe—and Hill reserved his decision. Ward is and Navigation Company, Oregon Short now general manager of the Great North-

Hill Has Still a Most Persuasive Tongue

JAMES J. HILL'S "soft, smooth flow of langauge" is just as persuasive for another rallroad from the great

lakes to the sunset sea was good. One day he appeared at the Great Northern general offices in St. Paul with a delegation of Fargoites at his back. They had a grievance. They thought the road wasn't doing all it is very closely allied with the should for Fargo. "They'd bave it out Goulds the Vanderbilts, the Rockefellers, with Jim Hill. even if they swung for Jacob Schiff and James Stillman, of the

James J. Hill and Edward H. Harriman, newest of the railroad kings, have been vitally interesting figures before the whole country ever since their contest for the control of trans-Continental lines be gan in 1900. Neither was well known to the general public in 1890. Briefly, the facts leading to their presnt hostile relations may be outlined as follows:

The Northern Pacific, built with the aid of heavy Government land grants, was not profitable, having been twice in the hands of the courts. Hill and his friends got control of a majority of its stock and it and Hill's Great Northern were operated harmoniously for a time. though not consolidated, as this would be contrary to state laws.

In pursuance of his widely-reaching policy, Hill then tried to get control of some road that would feed the Great Northern and connect it with Chicago. He falled with the Chicago, Milwaukee & St. Paul, holdings of whose stock were highly concentrated. Then he went to Boston and, buying in the open market, succeeded in securing a majority of the stock of the Chicago. Burlington & Quincy.

Harriman and Hill had not before been in opposition, the Union and Southern Pacific roads, which Harriman controlled, not traversing the same territory as either Hill's Great Northern or the Northern Pacific, and so not competing with them. But the Chicago Burlington & Quincy traversed much of the same territory as the Union Pacific; in fact, the two roads were practically parallel lines.

Harriman was jealous of the Hill control, and so began to buy Northern Pacific in the open market, hoping, by getting control of that road, to force terms with the Hill interests. Hill learned of this movement in time to frustrate it partially, and he, too, bought extensively in the open market. Shares of stock went up to 1,000. The excitement was intense and there was danger of a panic that might break everything loose.

J. P. Morgan, friendly to Hill but then in London, heard of the trouble and intervened by cable. Both sides agreed to stop buying. The panic was averted. When everything had settled down one party held a majority of the common stock while the other held a majority of the preferred. Neither had real control.

To afford a working scheme for the operation of the Northern Pacific, the C. B. & Q. and the Great Northern Roads, the Northern Securities Company, a holding, not an operating organization. formed under a New Jersey charter drawn up by William P. Clough, a Minnesota lawyer. Harriman and his friends did not believe it would stand the scrutiny of the courts, but they were virtually obliged to accept to

It didn't stand that scrutiny, The Supreme Court of the United States decided, not that it was unconstitutional, but that it was against the Sherman anti-trust law, and ordered it to be dissolved and the stock of all these roads returned pro rata to the original

Hill's plan for returning the stock was different from Harriman's Hill proposed so to redistribute the stock that he and his friends would retain control of the Great Northern and the Northern Pacific. Harriman and his friends protested, asking that they receive back the identical shares which they surrendered on the formation of the Northern Securities. They would then have a voice in the management of the original Hill roads, and they brought suit in the United States District Court. It decided in favor of the Harriman contention. The Hill party appealed to the Circuit Court of Appeals. It reversed the judgment of the lower court, and ordered that the Hill plan of distribution should be followed out. The Harriman party appealed to the Supreme Court, which recently upheld the Hill plan.

two hours. His listeners were more | along the road with their public fmthan spellbound. They were hypnotized. Then he looked at his watch. "Very sorry, gentlemen, but I have an important engagement for 1 o'clock, and it's that now. Never come to St. Paul without looking in on me. Good day!" There were handsnakes all around and the North Dakotans filed out, every one of them prepared to "gwear by Jim Hill" from that time in, and not a man of them having even whispered of the grievance that had impelled him to travel clear across he state of Minnesota. James J. Hill has not yet begun to

build libraries, or endow universities, or give away millions at wholesale. He did endow a big Catholic school some years ago in honor of his wife's faith, and he gave with equal liberality faith, and he gave with equal liberality at the same time to cartain Protestant schools, and has never hesitated when he thought it wise to help the towns of the same time to help the towns of the head, "I've made my mark on the surface of the he thought it wise to help the towns of the diversions beyond the same time and they can't wipe it out."

provements. He once gave \$200,000 to Yale at a time when President Had-ley was sorely presed for money to carry on the university's development

How James J. Hill Works. His Amusements Few

MR. HILL doesn't reach the Great Northern office very early in the

concerned, many of the disputes between settlers and the railroads over mation of the Orange County Hunt, to homestead and railroad grant lands, and his duties now are mainly along that Mr. Harriman's "taxable" residence is

north of St. Paul, is famous as the place where he began breeding buils sled" society devotees. Mrs. Harriman was place where he began breeding buils and boars years ago to give away to the farmers of the Northwest, that they might improve their stock and so help build up the Northwest and the Great Northern. He doesn't give them away now, for the farmer didn't appreciate the gifts. Hill now sells the buils and boars at cost. His buffalo and eik berds have become known the world. herds have become known the world ver. He has also made the experiment crossing buffalo with cattle, and the product is an animal superior to the ordinary bovine breed for most pur-

Owing to the rugged occupations of his boyhood and his prolonged outdoor life in middle age, he is stronger, physically, today than many a man of He is rarely down-hearted, but, often walks to his home, about two miles away, when at the sunset hour miles away, when at the sunset hour rying about the Northern Securities decision, he pointed to a map of the hill, alongside the street railway tracks.

Great Northern.

trotters and he delights to finger the rib

for amusement. He is fond of pictures, and his judgment of them is a scorrect as his judgment of gems. He never tells, nor will he listen to an off-color story. He is said to pay his fare always when riding over a railroad he doesn't own.

It was when Hill bought into the Northern Pacific that Daniel S. Lamont was made a vice-president of the corporation. As Secretary of War, Lamont had settled satisfactorily to all concerned, many of the disputes be-

line. Hill and Lamont are close personal friends, being interested together in more than one enterprise besides railroading.

at Arden farms, near Tuxedo, and the
family takes part in the social life of the
Tuxedo colony and is moderately interested in the social life of New York, sides railroading.

Hill's "North Oaks" farm, 12 miles where the family has a town house, but

esque residence structures in America. It will stand on the top of Tower Hill, the highest point in the Harriman estate in Orange County, at an elevation of 1350 feet above the sea level. It will be 250 useful to the farmer and stock-feet long, will face west and with its stone terrace will cover nearly three acres. The ng to the rugged occupations of cost of the place was figured at \$500.009 when the house was begun, rather more than a year ago, but the amount will probably exceed that sum. Though not brought up in the railroad business, Mr. Harriman has wonderful

morning, but he stays late. He is apt to be the last one to leave the great square building in the evening. He sometimes, like all with the artistic business. Mr. Harriman has wonderful tomerament, which is his, despite the practical hard-headedness which also square building in the evening. He tate to throw away thousands of dollars in machinery when better machinery was invented. He knew the true economy that sometimes lay in vast expenditures, and so does Harriman, as he showed when he built the Salt Lake cut-off at a cost of millions to save a few miles. He is a very reserved man, but they say he danced a Highland fling in the presence bexter Marshall.

ELKS SHED THEIR ANTLERS. Protection Changed Annually, While

Horns Last Throughout Life.

How many persons among the many thousands that annually visit our zoological parks realize as they pause to
admire the noble bucks of the deer family-particularly the wapiti, or American How many persons among the many

goats, sheep, cattle and the like are ful of it all. known as horns, and, with one exception -the American antelope, or pronghornare retained by their owners throughout

though much depends upon the locality and upon the age and health of the animal. It often happens that one antier is carried several days after the other has been dropped. The new antiers push off the old ones, and when they appear they resemble scars on the animal's fore-bead, but soon take the form of two black velvet buttons about the size of silver dollars. As they continue to grow they gain in length only, and by the first of July they have attained their full size. of July they have attained their full size.

If you could examine them now you would find them soft and rather flexible, nourished by the blood, and encased in a thick, tough skin covered with velvety The antiers are now "in the velvet as the hunters term it, a most critical period for the owner, who seems to real-ize it, for he is careful to avoid contact with anything liable to Injure them. with anything liable to injure them. Should an accident happen and the skin get broken or the antier disfigured, it might result in the elk's bleeding to death, or in his carrying a deformed antier until the following February. Through a process of nature the blood ressels that have fed the antiers are shut off about the middle of July, and then they begin to harden. A few weeks latter the elk may be seen rubbing them against trees or thrashing them about in the brush, while endeavoring to rid them of the veivet. endeavoring to rid them of the velvet, and in a few days it hangs in shreds and soon disappears entirely. The elk is now lord of the forest and is ready to combat

The Inefficient Mistress.

Jane Seymour Klink, in Atlantic The domestic employe as she is today is in part the product of inefficient, inconsiderate and indifferent employers. I have experienced all three, and may have a choice as to which I should prefer; but the question here is not one of personal choice, but what sort of domestic employes will these different sorts of employers produce.

his enjoyment of his home and his home and his home and his design to finger the vibhock has pictores. He doesn't play
golf. He doesn't play
golf. He doesn't play
golf. He doesn't play
the form of the Great Northern while it
was being built. He doesn't drive fast
increas. But he does fast, and he is
"Waccoutts' it one of the best-known
increas. But he does fast, and he is
horizon and the commodors energy would
Harriman's boretyness goes beyond
Harriman's boretyness goes beyon

the Palace of the Luxembourg, the Cluny Museum, with its old Roman baths, and a few other monuments, have something of the "Rime of Age" about them, but Paris as a whole is new. There is very little of what was in existence in the time of the Revolution, a little over a cenutry ago, left standing. This does not mean to say that there are not old buildings scattered along the streets in almost every and pride of wealth, is now the bound-ary line of the famous Latin quarter of Thackery and of Du Maurier's "Trilby." The Boulevard St. Germain is built up with houses that once were the abodes of the most luxurious and refined life of Paris. The buildings show today their high origin, but what a general degeneracy there has been! The street is wider, the houses higher, the walls thicker than are found right and left in the Latin Quarter proper. in the Latin quarter proper. That is generally all the difference. Many of the former homes of the noblesse and of the rich merchants are occupied as apartment-houses and "pensions" and many are put to more degenerate uses. Napoleon and the Bourbons.

Nothing in Paris strikes my mind nore than the comparative newness of voice was low and uncertain. Mr. Tappan asked him in and offered him a seat, but Harriman in his excitement, still standing, began to tell his story.

"Mr. Tappan, said he, in effect, "I have not consciously slept in 72 hours. I am desperate, but I am perfectly solvent. I have ample securities of the gill-edged sort to cover all my liabilities and leave a large surplus. But no bank will lend me a cent on my very best securities, even, and if I can't get some cash tomorrow, I shall be a ruined man. I have brought statements and schedules to above the appendages on the heads of the Commune now gamble here forget-brought statements and schedules to above. It is but a little way from these rare

gardens of the present, the sumptuous scenes of the past, to the Place Vendome. There in the midst of a great square towers a high column on the top of which stands Napoleon. Which one? The

paris of today.

So with the terrible revolutions which swept so corrupt and rotten a past into oblivion. They are fresh to memory at every turn. Near the old Louvre is the street called the 2th of July, round a corner or two is one called the 14th of July, turn a few more corners and there tables, dozens of thom with ladies by tasir at Rouget de Lisie.

Rouget de Lisie.

Paris it seems to be comme it faut to paris it seems to paris it nue of Jena, and many more like these,

A City Full of Monuments. The French love glory, the glory of place in their hearts for the heroes of their race. They deify them in all pos-sible ways. They have filled Paris with stble ways. They have filled Paris with monuments to the men who have achieved great things for France. Joan of Arc, in bright brass, stands like a living presence here in the midst of the city. At the head of la cite, where the Seine parts in two to surround Lutetia, stands a noble bronze statue of Henry of Navarrs, whose exploits at Ivry Macaulay has immortalized in verse. Down in the Latin Counter, very properly fluores Dan-

in almost every part of Paris, but none of them are anything like the best things in New York and other large American cities.

Paris, Old and New.

Few cities in Western Europe outrank Paris in their place in the pages of authentic history. Caesar found the Gauls intreached in their city on an island in the midst of the Seine. The name was Lutetla. Strange, this part of Paris is called in Cite to this day. There are old corners there where the buildings date back a comparative long period of years, but there is little left of Paris which antedates Napoleon. The old cathedral of Notre Dame de Paris, the Palace of the Luxembourg, the Clumy Museum, with its old Roman in the seine and the great avenue runs on a mile or more to the Bois de Boulogne. By Night or Day.

From the Egyptisa oblesque to the "Star" by night or day I never saw any street like this Avenue des Champs Elythousands of feet towards the river. The Rond Point, or circle, of the Champs part of Paris. But there are few places is by no means so broad, but still where the comparatively new do not is a noble feature in the street. The predominate. Even Baisac's Paris is all changed. The Faubourg St. Germain, once the home of so much luxury all these cross great avenues from all Elysees, is by no means so broad, but still sides. They are lined with many rows of trees between which run broad walks for pedestrians. The roadway in 100 feet wide at least. From 6 A. M. to 12 P. M. the whole length of this avenue looks like the incarnate spirit of the twentieth century. The climax comes between 5 and 10 P. M. The three miles at every foot swarms with pedestrians along the sides and everything that runs on wheels in the center. At these hours the whole scene is a blaze of gas lights. There are rows upon rows of these along the avenue and five times as many at the square and round the circle. One Sunday while we were here we saw

this at its maddest. It was a sunny November day, a rare thing in Paris. The steeplechase races took place at Antouli. From 12 noon the rush began; for two more than the comparative newness of nearly everything. The Bourbons have left so few traces of their existence here. Of the royal houses preceding them there is of course less trace. On the contrary, Napoleon and the Revolution are recalled at every turn. The names of the streets, the monuments, nearly all things are of the past century. One sits in the gardens of the Louvre on a sunny afternoon and dreams of the great dramas that have been unfolded in these places on which his eyes rest. These gardens lying along the Seine are for the most part bare squares, covered with a sharp gravel and studded with small trees of the button-ball species as the Yankee one confused mix-up. Red lights burned admire the noble bucks of the deer family—particularly the wapiti, or American elk—that their branching antiers are cast off annually and renewed and well hard—bles where the Bourbons and their foltive tones to be let live, every coupe or victoria with bells dangling on the har past. The street looked as if filled with thousands of giant fireflies, and the sides and squares ablaze with gas jets that burned like stars in the darkness. And while this stream went citywards another half as large threatened its way through all the maze of moving wheels going the Bois to spend the evening. Th night scenes along the Champs Elysees

Paris life of anything I saw. Sights and Scenes of Paris.

You see queer things here in Paris. At which stands Napoleon. Which one? The first one, the Great one of course. The monument is in bronze and towers high above the buildings around. It is made of the cannons the "Little Caporal" captured in his wars with combined Europe. Most artistically is it wrought, and like a conqueror the Emperor stands on the top, for it was erected in 186, and is dedicated to Napoleon, Emperor. Augustus, etc., the inacription being, of course, in Latin. This column was torn down by the Commune in its last terrible outbreak after the Pruesian war, or at least was very much damaged. It has since been restored to all its former glory and restored to all its former glory and beauty. The Bourbons or Capets have perished from the earth, but Napoleon seems almost to live and breath in the Paris of today.

So with the terrible revolutions which are laid before him with a little awl, such as a shoemaker may use. He pierces both ends of each egg and actually sucks

Paris it seems to be comme if faut to eat with your hat on, and to break your bread in a cup of coffee and eat it with a soup spoon; also to suck raw eggs at the breakfast table.

Around the corner from the hotel just mentioned, with all its luxury, I met one evening one of the most wretched of all the miserable sights one sees in Paris. It was a bitterly bleak evening, and there in the shadow stood a wratched mother, two little tots holding on to her skirts, a smaller one in her arms, and signs too plain of another about to ap-pear. While she shivered there begging a few sous that she might est and not a few some that she might eat and not die, the whirl of gay, Insurious life went rushing with red lights, coupes and car-riages, down the avenue with a roar like that of Niagara, and the well-gruomed men with the high slik hats and women in costly gowns, feasted in the gorgeous super-heated hotel dining-room against se walls she leaned her tired body. women sat there day after day, as we passed, and in the evening she was sur-rounded by scores of sparrows, which she fed with crumbs of bread. They covered

The Personality of the Man Who Controls the Southern and the Union Pacific

Though known to the general public fewer years than any of the other railroad kings, Edward H. Harriman second generation in his dynasty, not the lice box. While he was satisfying his founder of a line, as Harriman is.

When Harriman's Fortune Seemed Likely to Vanish

When Harriman's Fortune Seemed Likely to Vanish

YET more than once, during his earlier years of upbuilding, E. H. Harriman. His eyes were red, his hands tremulous, and when he spoke his wolce was low and uncertain. Mr. Tappan

and so were two or three other families of wealth. When he began to show abilare no longer as faithful to the of wealth. When he began to show abilighter and tighter, especially in New interests as they once were, ity they began to take notice of him. York. Men who were solvent, many times iving at that conclusion he bebut no one put any capital at his disposal over, were at their wit's end to know till he had shown the ability to use it how to get cash enough to make their properly. His first post in Wall Street, a petty current payments. Even the wealthwho does not understand practical rain-roading. In order to observe closely who-ever he had in mind for promotion, he ever he had in mind for promotion, he used to take the youngster out with him graduated into a brokers office. From it he finding enough currency to pay wages used to take the youngster out with him which he owned an interest, the firm on a tour of inspection. One day he took a chap named Ward along. On these tours Hill often sits for hours at a rear window of the rear car of the train and "watches the right of way," and he hoped that Ward, for whom he had hopes, attracted the attention of Stuyvesant Fish, Illiant Cantral Railroad man E. H. the Illinois Central Railroad man, E. H. left the brokerage business to become

> From that time till the present his path has been on the up grade and the raffroad systems commonly known as "the Harriman group" now aggregate more than 30,-600 in mileage. They are the Illinois Cen-tral, the Union Pacific, Oregon Railroad Line, Chicago & Alton, Southern Pacific, Kansas City Southern and Chicago Terminal. They cover 5000 more miles than the Gould roads, 8000 or 7000 more than the Vanderbilt lines proper, within 5000 miles as much as the Vanderbilt and allied lines, and almost double the milcage

of Hill's Great Northern system. Harriman bears no such relation to this today as it was in the years when, one great mileage, however, as Hill does to by one, he was convincing the men he the Great Northern, Gould to the Misneeded to help him that his scheme souri Pacific and Wabash or W. K. Vanderbilt to the New York Central and allied lines. Harriman, though now a multieral at Montreal, published and edited papers at Fargo, N. D., and was one of the solidest citizens of that "flickertail" town. He weighed 249 names been accepted as the unifying force that has gradually brought these two and the other lines mentioned into working har-

buck. They had a grievance. They had a grievance and the series of the s

men is curiously unlike. Harriman is It was less than a baker's dozen of years Somers, what is the rate on smoke-a minister's son, was born in New Jersey, somers gave the figure instantly, and and lived in that state during all his to be closed by the sheerest hard luck. youthful years. He did not go to col-lege, but to Wall Street, both for educa-tion and to seek his fortune. He began which he had in no wise contributed. This on low wages, and lived on them, too, for was in the Summer of 1883, during the his father had little money.

The Oliver Harrimans were of his kin able to many besides Mr. Harriman. currency famine of that year, memor-

For weeks money had been getting over, were at their wit's end to know checks and some of them altogether. checks and some of them altogether. The smaller employers were even worse off; their bank accounts being smaller, they were able to get almost no cash at all. Their employes, by the thousands, were left without enough money to pay for their lunches from day to day, and the restaurant keepers had either to trust them, or in some way provide themthe restaurant keepers had trust them, or in some way prov enough currency to cash their

customers' wage checks.

At this acute stage the bankers in the Clearing-House Association decided that something must be done, and they asked the president of that organization, the late Frederick D. Tappan, of the Second National Bank to call a meeting for that purpose. He was living at his country place in Connecticut for the Summer, but he came to New York in response to their call, and notified the bankers to meet him at his city house. It was closed for the season, with an aged caretaker in charge. In order that the newspaper should learn nothing of the meeting that would lead to premature publication of what was going on, the shutters of the Tappan house were not taken down from the windows, and the bankers gent to the house, singly, in a way that would not attract attention. The meeting was largely attended, and very earnest, since every one present fully appreciated the gravity of the situation. All day long they discussed ways and means of terminating the currency shortage, and gradually the plan to issue clearing-house certificates season, with an aged caretaker in charge, cursed ways and means of terminating the currency shortage, and gradually the plan to issue clearing-house certificates which every banker present agreed to recognize as the equivalent of cash, was evolved. Late in the afternoon, after the meeting had broken up, the bankers left the house singly, as they had come, and every one felt confident that the morrow would bring relief.

Afterward, in describing that day, Mr. Tappan often spoke of it as one of the

sort to cover all my liabilities and leave a large surplus. But no bank will lend me a cent on my very best securities, even, and if I can't get some cash to-morrow, I shall be a ruined man. I have brought statements and schedules to show you that what I say is true."
[Seeing that his visitor was in no condition to go into further details at that time, Mr. Tappan made him be seated and

got him a giase of wine.
"Now, Mr. Harriman," said the bapker "I think I shall be able to give you a lit-tle hope. We have had a meeting of the clearing-house bankers today, and at that meeting a plan of action was adopted. I meeting a pian of action was adopted. I cannot tell you just what was done, for I am pledged not to do so. But you may take my word for it that if you are solvent—if you have the securities you say you have—you will be all right tomorrow. No, don't show your statements to me now, but go home and go to bed. When you are rested tomorrow morning, get up and go to your office. Without doubt the complications of today will be straight-ened out satisfactorily then." Harriman listened almost as one in a

dream; then, with a clasp of the hand, he thanked Mr. Tappan for his words, turned and left the house. That night he got the ten hours sleep advised and more, too. Next day when he went to his office all that Mr. Tappan had said came true. Clearing house certificates were issued, as had been planned, the money market cased up at once, and there was no further danger that E. H. Harriman would be insolvent,

Harriman's Home Life and Fondness for Horses

T HAS been stated often, in print, that E. H. Harriman is much like Jay Gould in person. Yet this is only partly so. Harriman, it is true, is of about the same size, bodily, as was the wizard of Wall street, being only five feet four in height and of slight avoirdupois, but there the parallel ends. Gould was neathers itself in dress and was polished in appearance. but Harriman doesn't care a rap for clothes and his friends are all surprised