

# JAMES J. HILL WAS MAN OF MANY SIDES AS HISTORY SHOWS

From Clerk in Canadian  
Country Store He Moves  
West to Fortune, Power.

## A NOTED PHILANTHROPIST

He Saw far Into the Future And Or-  
ganized Great Companies Under His  
Direction With Big Results.

**Facts in Life of James Jerome Hill.**  
1828—Born near Guelph, Ont.  
1856—Left father's farm for business life in Minnesota.  
1856-1866—In steamboat office in St. Paul.  
1867—Married Mary Theresa Meegan of St. Paul.  
1869-75—Head of Hill, Griggs & Co., fuel and transportation.  
1870—Established Red River Transportation company, first to open communication between St. Paul and Winnipeg.  
1878—Organized syndicate that secured control of the St. Paul & Northern Pacific Railway, from Dutch owners of securities.  
1879—Reorganized road as St. Paul, Minneapolis & Manitoba and became its general manager.  
1882-90—President of this road, which became part of the Great Northern system.  
1890-97—President of the entire Great Northern, which he extended to Puget Sound from Lake Superior, with northern and southern branches and a steamship line to the Orient.  
1907-12—President of Great Northern's board of directors.

No name is better known in Oregon, Washington and Montana than that of James J. Hill. Other railway magnates there are and have been, other statesmen and economists, other builders of empire and developers of industry—but Hill is looked upon as the premier of them all. The Hill system has given training probably to more great railroad men than any other transportation system and Hill methods are being used the world over in conception, construction, operation and revenue production.

Starting his business life as clerk in Canadian country store, Jim Hill early developed most ambitious ideas. Many years afterward, when he had acquired more personal wealth than any individual has any logical use for, he made the statement that the only reason he was continuing to earn more money was that he might achieve the power that money brings and with that power accomplish more for humanity.

**Big Schemes Floated.**  
But the same ambition that took him away from the farm and country store and sent him west kept him going west. He bridged the continent with steel and spanned the Pacific with ships. As the rails crept westward in

carrying out the big idea that scoffers dubbed "Hill's Folly," parallel with them moved industry. Farms took the place of unbroken prairie. The buffalo vanished, displaced by beef cattle. The sagebrush was supplanted by wheat. This was done, contrary to all railroad precedent, without subsidy from the government either in cash bonuses or in enormous land grants which might subsequently become bases for recriminations and charges of fraud and maladministration of the people's trust. While he needed money to build a new railroad he simply went out and got it. His persuasive presentation of facts was the "lead pipe" that keeled over many a dubious financier. When the financiers "came to" after the knockout, they found themselves richer than they were before.

**Builds to the Coast.**  
Mr. Hill's greatest work was the construction of the Great Northern railroad to the Pacific coast. This Herculean task, though it occupied years, was kept up constantly, with scarcely a day's interruption from the time it began.

The next accomplishment, so far as Portland is concerned, was the construction of the North Bank road down the Columbia river to Portland, built jointly by the Northern Pacific and Great Northern railways. Subsequently came the acquisition of the Oregon Electric and the Astoria & Columbia river railroad and the later construction of the Oregon Trunk up the difficult Deschutes canyon to Bend.

Establishment of steamship service between the Columbia river and the Golden Gate was the final accomplishment of the Hill mind. He felt another need for an outlet from the east. He felt that prohibitive costs would prevent construction of a rail line to the San Francisco gateway. Therefore, to make fuller use of the North Bank, the Great Northern Pacific Steamship company was formed and two palatial vessels built.

These accomplishments all were conceived by James J. Hill as the outworking of the big idea. One followed another. They were the solutions to problems set up by previous efforts.

Now the Hill system reaches from St. Louis to the mouth of the Columbia river and to Puget Sound, from the head of the Great Lakes across by rail and water to San Francisco, with innumerable feeders.

**Obstacles Are Overcome.**  
Hill's masterfulness acted as a steam roller in many an instance when his associates could not see the wisdom of his plans. But it was seldom that he overcame his opponents through the stock exchange route, whereby so many other magnates of the rail crushed those who stood in their way.

The Northern Securities company, in which the Northern Pacific and Great Northern were bound into a virtual merger, was one exception. It was in floating and maintaining this colossal holding company, afterward ordered dissolved, that his heavy hand was felt in the stock exchange, with E. H. Harriman his big antagonist. That battle of financial genius is one of the classics in America's economic history.

Mr. Hill was born in Wellington county, Ontario, September 16, 1828. His father was a hardy settler of Scotch antecedents. Despite his hard-working ancestry, Hill developed early aversion to all forms of manual labor. Instead, he spent all the time he could in reading and study of economic works. Finally his father decided to make a Presbyterian minister of him, since he was determined not to be a farmer. So he went to Rockwood academy, where he studied classical branches for 10 years.

**Big Work in Store.**  
At 18 he decided not to be a minister and started to work in the local

general store. So successful was he that his employer gave him the management of a branch store at Guelph, Ont., but this job was not up to his ambitions. He resigned and started on a travel trip which embraced practically the whole eastern seaboard, later going to St. Paul, where his real start in life began.

There he got a job as levee clerk for J. W. Buss & Co., agents of the Dubuque & St. Paul Packet company, at \$15 a month. He changed about a good deal under various masters, gaining new knowledge with every new job.

In 1867 Mr. Hill became agent for the St. Paul & Pacific Railway company, which received and transferred freight from the river steamers. He combined this work with a private whirl at the fuel business, and bears the reputation of having carried the first coal to St. Paul. The St. Paul & Pacific amounted to little, but it became the nucleus for the present Great Northern system.

It was by buying a steamboat and opening up the Red River of the North to water travel that he connected St. Paul with Winnipeg and found the venture a paying one from the start. In 1871 he consolidated his line with a competing one, effecting valuable alliances with the Hudson Bay company.

**Line Is Acquired.**  
In 1878 a syndicate which he had formed bid in the property of a little, struggling line built under a state land grant, known as the Minnesota & Pacific, under mortgage foreclosure. Incorporating as the St. Paul, Minneapolis & Manitoba, George Stephen, later Lord Mount Stephen, was made president, and Mr. Hill general manager. From that time came the real beginning of the Great Northern system.

The Great Northern was completed to the coast in 1893, from Duluth to the ocean. Feeder lines were then built, because it was apparent that the Pacific coast lumber was sufficient for eastbound freight but to send cars out empty Mr. Hill considered an economic waste. To fill the westbound cars, he conceived the idea of opening connections in the Orient with steamships to take the cotton and flour from east and south. Thus the westbound cars were filled, the orientals fed and clothed with American commodities and the railroads and thousands of producers made money.

Mr. Hill was a man of many sides. For example, besides being a great railroad builder and financier, he was probably the world's greatest authority on uncut diamonds. He made a large collection of these. He was a lover of art and spent large sums on paintings. He was a singer of no mean ability and loved to sing the old Scottish songs. As a literature he had few equals and spent much time with the best books, fiction and poetry as well as works on philosophy and economics.

**Aid Given the Farmer.**  
Possibly greatest of all his achievements, because it had more to do with the individual prosperity of the people—was his policy of developing the country his rail lines were traversing. For example, he felt it a legitimate railway function to help the small farmer get a start. He would give outright fine cattle and hogs that farmers might better their herds. He employed agricultural experts to study ways of making difficult soils produce. He helped irrigation projects and fostered every form of industry. He realized that if his railroad was to be prosperous the people who lived along it must be prosperous, and so he gave them every aid.

As a philanthropist Mr. Hill was among the nation's foremost. He contributed heavily to Willamette university at Salem, Albany college at Albany, Pacific college at Newberg and the Bible college at Eugene.

He was one of the largest patrons of the Pacific International Livestock show at North Portland and has always been a liberal subscriber to the Portland Rose Festival association.

**Endowments Were Many.**  
Many institutions around St. Paul, his home, were rich beneficiaries of his generosity. Perhaps the most favored in the St. Thomas Seminary and College of St. Paul, which he founded and endowed. This is a Catholic institution. He also endowed art museums at Minneapolis and St. Paul and other institutions all over the country.

His benefactions were usually on the basis of one to five, he providing 20 per cent of the amount needed, provided 80 per cent were raised elsewhere.

**Succeeded by His Son.**  
Louis W. Hill, who succeeded him as president of the Great Northern railway, was the favorite son. His life-long plan was to have Louis succeed to the post he had achieved. J. N. Hill, his eldest son, is likewise in the railroad business.

One of his daughters is the wife of George T. Slade, one of the vice presidents of the Northern Pacific, and another is the wife of Samuel Hill, Portland capitalist, head of the Home Telephone company and highway engineer.

The younger son is Walter Hill, better known around St. Paul and Chicago than in the West.

Among Mr. Hill's Portland intimates are Theodore E. Wilson and Col. C. E. S. Wood. William Hanley, big man of the Harney country, has always been a close associate of the empire builder.

## J. J. HILL DIES IN ST. PAUL; END COMES QUIETLY

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everything in his power to assist the king and the people of Belgium.

**Belgian King Sends Cable.**  
A cablegram from King Albert, hoping for Hill's speedy recovery, was received at the Hill home here today. Hundreds of messages of condolence arrived during the morning and afternoon.

It was learned today that although Hill was not a Catholic, the Rev. Thomas Gibbons, vicar general of the Catholic diocese of St. Paul and Hill's warm friend, administered the last rites just before Hill sank into a comatose condition last evening. Hill was unconscious for hours preceding his death.

The funeral will be held at 2 o'clock Wednesday afternoon from the Hill residence on Summit avenue. Mr. Hill's death followed two operations upon his thigh to relieve inflammation caused by a carbuncle. The fact that an operation had been performed Friday was kept secret until today. There was a second operation Saturday. Dr. Herman Biggs, New York state health commissioner, had been in attendance since Friday.

**Death Was Unexpected.**  
Mr. Hill's final collapse came with startling suddenness. It was late last week before a word of his serious condition was allowed to leak out. Then it was stated he was merely suffering from a cold. The Mayo brothers, surgical specialists, were brought from Rochester, Minn., for a consultation, and it then developed that Mr. Hill was afflicted with an intestinal carbuncle.

Newspapermen, motion picture oper-

# SHIPPING BILL WOULD BENEFIT NATIONS, SAYS TREASURY SECRETARY

McAdoo Compares Its Great  
Possibilities With Those of  
the Federal Reserve Act.

## TAKES RAP AT OPPONENTS

Organized Shipowners of Country  
Aided by Organized Shipping In-  
terests of Foreign Countries.

Washington, May 29.—(WASHINGTON BUREAU OF THE JOURNAL)—Just as the federal reserve act was opposed by the largest banking organizations of the country, so the shipping bill has been opposed by the organized shipowners of the country, aided by the organized shipping interests of foreign countries, declared Secretary of the Treasury McAdoo, following the passage of the administration shipping bill by the house.

"Just as it is now covered by the ablest bankers and business men generally that the federal reserve act has been of inestimable benefit to the American people, so it will be conceded within a few years after the new shipping act has been in operation that it is one of the most beneficial measures ever enacted by congress for the benefit of our foreign trade and the protection of our country in case of war."

"An adequate merchant marine is the most effective instrument in the hands of any nation for economic and military preparedness and for national prestige and prosperity."

The passage of the shipping bill will give special aid and encouragement to our great and friendly South and Central American neighbors, who are looking forward with interest and confidence to the enlargement of their commercial, financial and social relations with the United States."

**Vetoed Censorship Bill.**

Washington, May 29.—While the fight over federal censorship for moving pictures is warming up at the capitol, news comes from New York that Governor Whitman, after taking 30 days to consider, has vetoed a bill passed by the legislature providing for state censorship.

The veto is based on the ground of excessive cost to the industry from the tax to be imposed, and the failure to provide for appeals from the decision of the board proposed to be created. This board would have consisted of three members at \$4000 a year each. The license tax from which the movietheaters are exempted by the veto was to have been \$5 for each 500 feet of original film and \$2.50 for duplicates.

Four states have created boards of the kind knocked out by the New York governor. Opponents of federal censorship are rejoicing over the Whitman veto, and believe it will help to defeat the Hughes bill in congress.

**Sinking Spell Came Sunday.**  
Special trains began bringing friends and relatives to the bedside. The best surgeons were summoned. Louis W. Hill, president of the Great Northern, opened his residence next door for the accommodation of doctors and nurses.

Early Sunday afternoon Mr. Hill experienced a sinking spell. Rev. Father Thomas J. Gibbons, pastor of the St. Paul cathedral and vicar general of St. Paul archdiocese, hastened to the bedside. Four hours later Mr. Hill was said to have rallied. At 6 p. m. his pulse was reported improved. But at 9:30, 12 hours before his death was to come, Doctors Biggs and Giffman announced that "the outlook was extremely serious."

**Special Brings Medicine.**  
Desiring a special sedative to quiet Mr. Hill, the doctors sent to Chicago for it, a distance of 421 miles. The sedative was brought to St. Paul on a special train which covered the ground in eight hours, 3 minutes, a new record. When the sedative arrived the surgeons decided not to use it.

Mrs. Samuel Hill of Maryhill, Wash., Mr. Hill's daughter, arrived on a special train and rushed to the death chamber just in time to grasp her father's hand before life flickered out.

**One Daughter Too Late.**  
Mrs. A. M. Bard of New York was the only child not at the bedside when the end came. The special bringing her from New York arrived half an hour after her father expired.

St. Paul is preparing to honor Mr. Hill's memory. Every division point of the northwest is ready to pay tribute in memorial ceremonies.

James J. Hill's children are: James N. Hill, Mrs. A. M. Bard and Mrs. Michael Gavin of New York; Mrs. George Slade, Mrs. Emil Boeckmann, Miss Clara Hill and Louis Hill of St. Paul; Walter Hill of Hallock, Minn., and Mrs. Samuel Hill of Washington state.

## HILL MEMORIAL WILL BE CONDUCTED BY COMMERCE CHAMBER

(Continued From Page One)

Hill's death was received in Portland this morning.

Following is the resolution adopted by the members' council:

Whereas, In the richness of achievement, after the fruition of a lifetime of useful labor, there has been gathered to the innumerable of an American citizen, James J. Hill, and

Whereas, In recognition of his contribution to the transportation development of the northwest, the Columbia valley and the state of Oregon, and his assistance to educational institutions of our state, the people of Oregon have spontaneously acclaimed him "Oregon's Great Benefactor," therefore, be it

**Life Work Appreciated.**  
Resolved, By the members of the Portland Chamber of Commerce, that we do hereby record our appreciation of his life work and what it has meant to the state of Oregon, our grief at the passing of the Empire Builder, and our condolence to his stricken family, personal associates and bereaved friends, and be it further

Resolved, that we recommend to the board of directors of the Chamber of Commerce that memorial services in honor of the departed be held by the chamber simultaneously with the services at his home, or at such other suitable time as in their judgment may be more fitting, and be it further

Resolved, that engraved copies of these resolutions be forwarded to his family, and be it further

Resolved, that in honor of the de-

parted the members' council of the Portland Chamber of Commerce do now adjourn.

Resolutions also were unanimously adopted at the board of directors' meeting of the Portland Ad club held May 29, 1916.

Whereas, Divine Providence in its infinite wisdom has seen fit to take unto itself James J. Hill, and

Whereas, the death of Mr. Hill the entire country and particularly the Pacific northwest, has suffered an irreparable loss, therefore, be it

Resolved, that the Portland Ad club give public expression to this calamity, that it expresses its appreciation of the manifold benefits conferred on Portland and the Pacific northwest by the activity taken by Mr. Hill and that it express the sorrow felt by every number of the untimely decease of Mr. Hill, and be it further

Resolved, that a copy of these resolutions be sent to the family of the deceased and other copies be sent to the public press with a request to publish same.

## Ford Wires He Will Defend Libel Action

President of Navy League Charged  
With Failing to Produce Books and  
Papers Showing Sources of Income.

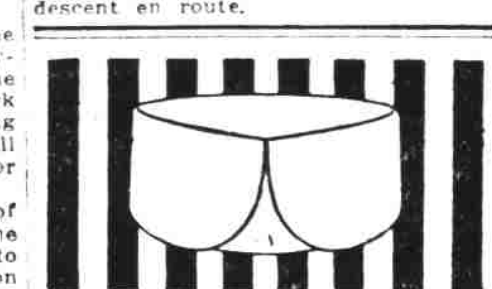
Washington, May 29.—(N. S.)—Colonel Robert M. Thompson, president of the Navy league, has received a telegram from Henry Ford stating he will appear in the \$100,000 libel suit filed by the league in the courts of the district of Columbia.

Mr. Ford charges Colonel Thompson with a refusal to produce books and papers showing the source of the league's contributions and Colonel Thompson, in his telegraphic reply, asserts that the documents were offered to Mr. Ford's inspection before the libelous statement and Mr. Ford "flippantly declined" the offer.

## King's Cousin Breaks Spanish Air Record

Infante Alfonso of Orleans Flies From  
Madrid to Cartagena Without a  
Descent En Route, Distance Record.

Madrid, May 29.—(N. S.)—Infante Alfonso of Orleans, son of Infanta Eulalia and cousin of the king of Spain, Saturday flew over Madrid to Cartagena, breaking all Spanish airplane records for distance, without a descent en route.



BOXFORD  
WITH THE OVAL BUTTON HOLE

THE NEW STYLE IN  
**Lion Collars**

WRITE FOR BOOKLET OF 16 STYLES  
UNITED SHIRT & COLLAR CO., TROY, N. Y.

**Lion Clothing Co.**  
MORRISON AT FOURTH ST.  
PORTLAND, ORE.

# Announcement

This is our birthday anniversary. We are ten years old today. Being deeply sensible of the confidence and endorsement of an approving public, we take occasion to express our cordial greetings and hearty good will.

As we enter our second decade, we feel a determination to excel the success of the preceding one. This we will do by continuing the efficiency of our service, and by continuing to lend tangible assistance to the business life of the community.

During our first ten-year period we have not become the largest bank in the city of Portland, but we have aimed to build a strong bank—a conservative bank. In this we have succeeded, and it is with this idea in mind, and upon this foundation, that we are building day by day.

With renewed confidence in the city and state, we turn our attention with increased energy to a greater future, and urgently seek your co-operation and continued friendship.

## LUMBERMENS NATIONAL BANK

FIFTH AND STARK  
Capital and Surplus, \$1,200,000.  
Member Federal Reserve Bank.

# This Food Is New

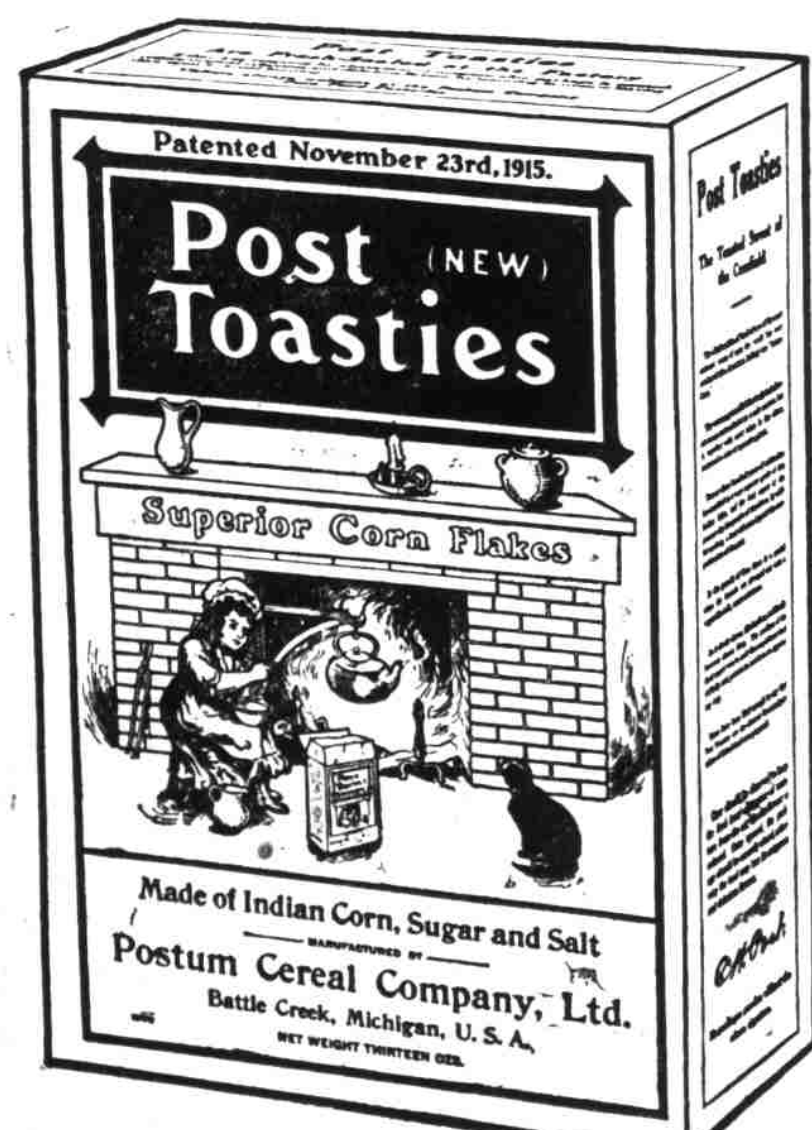
The United States Patent Office has recognized that fact and granted a patent both on the form, and the method of making

## NEW Post Toasties

No other flaked corn food on the market shares this honor—no other equals it in form or flavor.

Several distinctive features characterize this new and economical food delicacy.

Old style "corn flakes" do not possess much real flavour of their own. Old-fashioned methods of making didn't bring it out. They depended largely for their taste on the sugar and cream or milk, you ate with them. You were never asked to test the flavour by eating them dry.



We want you to test New Post Toasties by eating some dry, fresh from the package. You'll get the flavour at once. The new way of cooking, rolling and toasting under quick, intense heat brings out the sealed-up goodness of the grain.

New Post Toasties do not mush down when milk or cream is added. They don't crumble or "chaff" in the package or in the dish. There's substance to them, and so wonderfully delicious as to make you call for more.

## A Single Package Tells the Story

At Grocers—10c

Postum Cereal Co., Ltd., Battle Creek, Mich.

The New Whole Wheat  
Food with the *Delicious*  
Flavor originated by the  
Kellogg Toasted Corn Flake Co.

TO SEE the way  
people take to  
KRUMBLES at the  
first taste—you  
might suppose they never before  
had eaten anything that tasted  
good.

True—never before has there  
been a whole wheat food with such  
a full, rich flavor and sweetness.  
Krumbles is prepared from the  
finest of whole wheat—all the  
wheat—cooked, "krumbled"—and  
delicately toasted, by a special  
process original with the Kellogg  
Toasted Corn Flake Company.

A dish of Krumbles with good milk or  
cream is a square meal in itself—an  
admirably balanced food. Go easy with  
the sugar—the more you chew Krumbles  
the sweeter it tastes!

In the WAXTITE package—10c.  
Look for this signature.

*W.K. Kellogg*



Children like  
Krumbles  
and it  
Builds them up

