

# REMARKABLE SPEECH

## J. J. Hill Considers the Railroad Problem and Business Interests, Outlining a Method of Regulating the Trusts as Well

The Illinois Manufacturers' association gave a banquet at the Auditorium in Chicago recently, at which Mr. J. J. Hill was the guest of honor and made a lengthy and very important speech, devoted to the consideration of the railroad problem generally, manufacturing and business interests, and, incidentally, to trusts. While the speech is too lengthy to produce in full, we append its salient features:

Commerce is the exchange of commodities, and the term is generally understood to include the buying and selling between individuals, and, in a wider sense, between communities and nations. Behind its adventurous leadership, and its civilization and Christianity to the remotest parts of the world. The commercial nations of the world have, at all times, exercised the strongest influence for good among the nations of the earth. The development of commerce is the support by a country to find a market for its own productions, or to supply itself with material for its necessities, or to further increase its resources and expand its territory. The commercial expansion of a nation is the best index of its growth. Commercial nations have always been foreign. Following the Civil war came a period in the history of our country of internal development, and the wonder of the world since the close of the war in 1865, the enormous territory west of the Mississippi has grown from frontier settlements to great cities and wealthy states. The population of the United States in 1865 was about thirty-four million. The succeeding thirty-five years ending in 1900, carried it to seventy-six million, and today, we are increasing at the rate of a million and a half a year. The various census reports show that the population of the United States about doubles every thirty years, so that by 1930 it would be about 150 million, and by 1960 it would be about 300 million.

In the past, the domain suited to cultivation of the soil, producing every useful crop, has furnished homes for the multiplying population. The domain has reached the limit of our public domain which can be made to furnish homes for an intelligent and enterprising population. In many of the Western states are enormous areas of the best land which, with irrigation, can be made productive in the highest degree. One hundred and sixty acres of land, with a certain supply of water, will insure to the husbandman a bountiful harvest, is equal to twice that area where the land is arid, and the conditions of either too much or too little rainfall. One-half of the population of the United States is dependent directly or indirectly in the cultivation of the land, and I think fully one-half of the entire capital of the country is invested in farms and ranches. As we come to the questions of intelligence, patriotism and good citizenship, the agricultural population of the United States has it in the past, as the great.

**Sheet Anchor of the Nation.**  
The wealth of the world comes from the farm, the forest, the mine and the sea. While our country produces a vast amount of iron, coal, silver and all the other valuable mineral products, with magnificent forests of useful timber, the fact is that at the beginning, being the foundation of our growing wealth and greatness. During the last three decades we have done trade with other nations, that is, the amount we have sold in excess of what we have bought, has amounted to seven hundred millions of dollars annually, and two-thirds of this has come to us through the production of the soil. It is not wish in any manner to belittle the importance of our growing manufactures, or their relative value in the commerce of the world, but the security of their foundations has always rested upon the agricultural growth of the nation. The public interest should continue to rest there. Every manufacturer, every merchant, every business man should be interested in the growth and development of our agricultural resources.

In the past we have been in the habit of feeling that "Uncle Sam was rich enough to give us all a farm," but today, as I said before, the soil is no longer suitable for agriculture, without an artificial supply of moisture, is practically all occupied.

In a few limited communities of the West irrigation has been commenced by what may be called the "dry ditch" method. Owing to diverse laws, made to suit particular interests, the irrigation of large areas is attended by greater difficulties than can be surmounted by individual effort. The policy of a broad, comprehensive, national plan of irrigation has been suggested, but it has had but little success in the past. However, an enterprise of such magnitude and importance to the welfare of the nation, its importance will grow as our population grows, cannot be turned aside or lost sight of, for the reason that every citizen of every state in the Union is interested.

**Deeply and Vitally Interested.**  
In the question, President Roosevelt, who has spent some of his time in the semi-arid regions of the West, has taken an active interest. He has urged, and his efforts, and those of others who are working for the same end, result in success, future generations will be able to look back to the memory of his work which they build for themselves comfortable homes in the thousands of valleys and canyons of the country which is now given up as grazing ranges for cattle and sheep. With proper irrigation, the valleys will furnish homes for intelligent and enterprising people, and the number of cattle and sheep raised on the land will increase many times.

For the first time in the history of this country, thousands of our farmers from states like Illinois, Michigan, Wisconsin and Minnesota, are seeking homes in the Canadian Northwest, and the difficulty of securing such lands in the United States. A wise system of irrigation by the general government can be made not only a sustaining, but a source of income. Lands, that without irrigation are given away at a nominal price, can be sold as fast as they are furnished with water, at ten dollars an acre or upwards, and the cost would be little, if anything, more than half that sum.

I cannot urge too strongly on the part of every man who wishes his country to prosper, in order that he himself may be prosperous with them, the importance and the growing necessity of taking care of our public domain in such a way as to preserve it for generations now unborn.

I feel sure that no one here tonight ever expected to see the time when farmers and farmers' sons would be forced to leave their country and their flag to seek homes in a foreign country.

The United States has many social questions to settle in the near future, and nothing in this connection will take the place of the ability to provide homes for those who desire to sit under their own vine and fig tree.

**Railway Importance.**  
Considering the question from a broad national standpoint, the next interest in importance to agriculture is the railway interest of the country. The entire railway growth is within the memory of men living. Twenty-five years ago it was not supposed possible that railways would ever be able to carry heavy and cheap commodities, which were up to that time almost exclusively shipped by water. Great lakes, the Erie canal, Chicago, Milwaukee and other lake ports, to hold the grain for the season of open water, in order that it might move to market at a fair rate. Early builders of

peting for the business. If the railway is to increase its traffic, it can only be done by increasing the business of its customers. This same principle applies to the occupation and cultivation of the land along the lines of railway throughout the country, and particularly applies to the farmer who makes money by the cultivation of his land, either through selling his crops, or through the sale of his stock, with a profit to himself, the time must come when he will cease to cultivate if he values the railway as left, as it were, in a desert.

**Low Rates on Necessities.**  
For the past twenty years or more I have had some experience in opening up and peopling new states, and have always adopted as a policy the making of rates on the products of the country seeking a market, and the necessities of life, such as coal, lumber and building materials, the lowest rates the company could afford, looking more to our profit from the lighter articles of merchandise than to the heavy commodities of the country. At times we have been criticized for this, this criticism mainly coming from the merchants who have desired a lower rate.

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**Additional Tonnage.**  
Inefficient railway management is constantly called upon to secure for the farmer the lowest rates possible for his products, and, if possible, a return for the car carrying such products. The farmer, however, is not to be taken into consideration. The farmer, however, is not to be taken into consideration. The farmer, however, is not to be taken into consideration.

**Largest Ship in the World.**  
Through which we will be prepared this fall to meet not only the rates of other transcontinental lines both in the United States and Europe, but also the rates made by steamer from the Atlantic ports via the Suez canal. Every manufacturer and merchant who has a product to be shipped to the Pacific coast and Orient by rail to the Pacific coast and Orient by steamer, at rates that will compare with water rates, will prefer the rail route.

**Price of Transportation.**  
If the earnings which the railways are entitled to receive were to be derived solely from traffic beginning and ending on their respective lines, the rates of the transportation would necessarily be much higher than it is. The interest of the public served by the railways is largely in the increase of the volume of interstate and international traffic over the lines. Take, for instance, the lines of the Great Northern and Northern Pacific from St. Paul to the coast, and the Mississippi river to Puget Sound. All the interstate traffic they can obtain from the great manufacturing areas south of Lake Superior and east of Chicago must come to them across the lakes, which are closed to navigation one-half of each year, and around the south end of Lake Michigan by way of Chicago. To increase the volume of traffic, and thus be able to reduce the rates, these two companies must secure a share of the interstate traffic from the territory named and must also be able to furnish a market for the freight produced along their lines and return freight to be transported over their lines by steamship connection with the Pacific coast terminals.

**Railway Competition.**  
There has been during the past year a great deal of public discussion about railway competition and a large amount of literature has been written on the subject. It is always a safe basis to assume that no business will continue for a long time if the result of its transactions is a loss, and this is equally true of your business and that of the railways. No individual, community or company can afford to lose its commerce on the foundation that railways will destroy each other for the general public interest. This has been done in some cases in the past and the roads which have followed this course have some of them been abandoned to the public, and whose object in obtaining them has been more to restrict the growth of the country than to increase it.

**Customers Would Be Bankrupt.**  
This condition would only be less fortunate for ourselves than for them. Our customers must have the means to pay us and to get this means they must sell something to somebody. We have enjoyed all the benefits of a protective tariff for many years, and whatever good it can do in the way of building up infant industries has already been accomplished. The growth of our enormous iron and steel industries, which are pointed out as the result of our protective tariff, can be more surely traced to our enormous resources in the iron mines of Michigan, and the iron and steel works of other sources. The cheap production of the highest grade of ore in these mines and the low cost of transportation to the Lake Erie ports have done more to build up the iron and steel industries of the United States than all the tariffs that have ever been placed upon the statute

# NORTH DAKOTA NEWS

**Womanly Grit.**  
As an example of womanly grit and enterprise Miss Alma Halverson, for a long time a popular employe in the Lesh house, stands out in bold relief. Some months ago the young woman entered her employment and with her first available earnings went to Milton and fled a homestead on a fine quarter section of land a few miles from Bowbells. Returning, she lost no time in again entering upon her duties in the hotel and saved almost every dollar of her earnings for six straight months, when, a few days ago, she drew from Mr. Lesh her wages, amounting to little less than \$100, which she at once invested in lumber with which to erect a shack, cooking utensils and other articles as were necessary for her to begin actual and legal residence on the land, where she is now comfortably located and perfectly content with her lot. This young woman is bound to win out—and her example is certainly worth emulation by all the young maids in the land.

**Important Decision.**  
The supreme court has handed down a decision in the case of Gaar, Scott & Co. vs. J. A. Sorum, sheriff of Traill county. The decision reverses the judgment of the court below. The one question raised in the case was the right to assess and tax personal property in the year in which it is brought into the state, when it comes into the state after April 1 of that year. The court holds that no personal property can be assessed for the purpose of taxation which was not in the state on April 1 in the year when it was so assessed. This of course does not apply to personal property which happens to be out of the state on that day when taken out temporarily. Messrs. Newman, Spalding & Stambaugh and Turner & Lee appeared for the appellant and Hon. J. F. Selby, state's attorney for the respondent.

**P. O. Salaries.**  
The following changes in the salaries of presidential postmasters taking effect July 1, was announced at department:  
North Dakota—Worcester, increased from \$1,200 to \$1,300; Fargo, \$3,000 to \$3,100; Hankinson, \$1,200 to \$1,400; Harvey, \$1,400 to \$1,500; Hope, \$1,000 to \$1,300; Jamestown, \$2,000 to \$2,100; Lakota, \$1,500 to \$1,600; Lamoure, \$1,100 to \$1,300; Langdon, \$1,500 to \$1,600; Larimore, \$1,500 to \$1,700; Lead, \$1,100 to \$1,300; Lidgerwood, \$1,200 to \$1,400; Lisbon, \$1,500 to \$1,600; Mandan, \$1,600 to \$1,700; Minot, \$1,100 to \$1,200; New Rockford, \$1,100 to \$1,200; Oakes, \$1,100 to \$1,200; Park River, \$1,500 to \$1,600; Pembina, \$1,000 to \$1,200; Rugby, \$1,100 to \$1,400; Saint Thomas, \$1,100 to \$1,200; Valley City, \$1,800 to \$2,000.

**Little Odds and Ends.**  
The total length of ocean cables is 160,842 miles.  
Saul, the first king of Israel, was said by the rabbis to be seven feet high.  
Tea consumed in England is subjected to a duty of 12 cents per pound.

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Venice has a German school, which, however, has more Italian than German children.  
"David Warfield will next season use 'Dinkelspiel,' a German comedy by George Hobart.  
Organized laborers to the number of 7,000 are employed by the diamond dealers and jewelers of Amsterdam.  
Hazlitt, after the necessary work of preparation has been concluded, wrote one lecture a week of the series "Lectures on Authors."

**Consolidation.**  
The formal transfer of the Fargo Edison company to William and Sinclair Mainland of Green Bay and Oshkosh, Wis., and their associates, has been made. The purchasers have incorporated under state law with a capital stock of \$800,000. The officers are: President, William Mainland; vice president and treasurer, Sinclair Mainland; secretary, O. G. Barnes; general manager, Ed. A. Hughes.  
The deal is a virtual consolidation of the two electric light companies here—the Fargo Edison company and the Fargo Gas and Electric Light company.

**Mad Dog.**  
News has reached from Bihee, twelve miles north of Cando, that Theodore Gores, a well known farmer and Roy Boyer, a farm hand, were bitten by a mad dog. Both men are expected to go to Chicago for Pasteur treatment. Numerous cases of hydrophobia have been reported lately in the vicinity and in one instance several horses, mules, cows and dogs were bitten.

**Grand Forks Building.**  
The North Dakota congressional delegation is entitled to credit for hard work for the Grand Forks building appropriation. The original senate bill carried \$180,000. This was cut down in the house to \$125,000. The senate increased it to \$150,000 and the conference committee again boosted it to \$165,000. That extra \$15,000 will come in handy.

**Cyclone on the Range.**  
A cyclone swept the country, seventy-five miles south of Dickinson, and a few ranches which happened to be in the path of the storm were demolished. At one ranch 100 sheep were killed and 100 tons of hay whirled away. This is the first time a cyclone was ever known in western North Dakota.

**News in Brief.**  
The Jamestown Salvation Army will build a \$3,000 barracks.  
There is talk of trying to get one of the league games at Hamilton for the fair.  
A tract of 40 acres has been leased by Bowbells sportsmen and a race track is being prepared for the races of the Fourth.  
William A. Tully, a farmer residing about eight miles northeast of St. Thomas, was killed in a well, being suffocated by foul gas.  
While George Wishart, of Stump Lake, was on his way to Grafton to be married, he was intercepted at Emerado by a telegram announcing the drowning of a brother.  
McGuinnis, Stevens and Graves were given terms in the penitentiary for stealing wheat from Chas. Faris of Cavalier county. They got, respectively, three years and six months, two years and six months, and two years and three months.

**Wholesale Evictions are Planned for**  
Tory island, nine miles off the Donagel shore. The population of 300 lives by fishing and making kelp and has paid neither rent nor taxes for years. The landlord's writs of ejectment will be backed up by a British warship.  
Rev. Thomas Dixon has been looking over some piles of southern newspapers dating back to 1865 and was astonished to find that Booker T. Washington's platform of negro education was advocated in speeches delivered by confederate generals after their return from the civil war.

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# COLLISION AT A CROSSING.

**Twenty-five Persons Injured at Brentwood, Mo., Two Fatally.**

St. Louis, June 7.—Twenty-five persons were Saturday injured, two of them fatally, in a collision between a car of the Clayton branch of the Suburban Electric line and engine No. 265 of the Missouri Pacific at the surface crossing at Brentwood, St. Louis county.

The two men fatally injured are William Layzen, motorman of the electric car, and George Gibbons, a negro laborer, who shared the front platform with Layzen when the collision occurred.

There were no physicians at hand when the collision occurred, and it was 20 minutes, passengers say, before the injured received medical attention. A majority of the victims were able to go in search of doctors themselves. Residents of Brentwood carried the others to convenient houses or placed them on neighboring lawns until physicians arrived.

Inability to control the electric car, which ran into and derailed the engine, seems to have been the cause of the accident. A list of the injured follows:

William Layzen, motorman, D. Hodamont, skull fractured and jaw crushed; probably fatal. George Gibbons, negro laborer, Webster Groves, internal injuries; probably fatal. Miss Amelia Gross, artist, Kirkwood, cut about body. Mrs. J. W. Smithers, Webster Groves, knee injured, slight. William Bolt, conductor, head and face cut. G. W. Crabb, St. Louis, cut about head. I. K. Grundy, Webster Groves, leg cut. Charles Bauset, Kirkwood, head sprained. Frank R. H. Lobse, manufacturer, Glendale, bruised and shaken up. William Wellhouse, Webster Groves, both legs injured. C. L. Brooks, Webster Groves, head cut. G. E. Brashear, artist, Kirkwood, hands cut and hip injured. P. H. Griffin, Webster Groves, leg writhed. Harry Wolfberger, Kirkwood, leg hurt. William Baizer, negro laborer, Webster Groves, face cut. John Anderson, negro laborer, Tuxedo, shoulder hurt. Quincian P. H. Griffin, laborer, Webster Groves, cut by glass. James Tenn, negro laborer, Kirkwood, cut by glass. George Owens, negro laborer, Webster Groves, cut and bruised. H. W. Bredall, butcher, Clayton, cut by glass. C. M. D. Ing, engineer, Emerson, Mo., cut by glass. Joseph McClure, fireman, St. Louis, left arm broken. George W. Marvin, brakeman, Kirkwood, leg ankle sprained.

Additional information from the scene of the wreck indicates that nearly 45 persons were injured. A survey of the car showed that it had been shattered from end to end and almost everybody on board hurt. It was a wonder that nobody was killed outright.

**Trouble Brewing.**  
New York, June 7.—According to a friend in this city, Gen. Manuel A. Matos, leader of the revolutionary forces in Venezuela, the revolutionists are preparing to march on Caracas, the capital, and Valencia, one of the important cities, with forces numbering 13,000 men. It is their plan, he says, to capture Valencia with part of the forces, and meet the government troops outside Caracas in about two weeks. It is the hope of the revolutionists to be in the capital by July 5, the anniversary of the independence of Venezuela.

**Protocol Signed.**  
Washington, June 7.—Secretary Hay, and Mr. Brunt, the Danish minister, Saturday signed a protocol extending for 12 months the time allowed for the exchange of ratifications of the Danish West Indian treaty. This allows for the adjournment of the Danish rigsdag over the summer months without final action on the treaty of cession.

# THE MARKETS.

**Grain, Provisions, Etc.**  
Chicago, June 7.  
WHEAT—Closed firm. July sold at 71½¢; 81½¢; September, 70½¢; 81½¢.  
CORN—Opened strong, but later became unsettled. July sold at 62½¢; 81½¢.  
OATS—Higher. July sold at 55½¢; 81½¢.  
BUTTER—Quiet. Creamery, 19¢; 22¢ per pound; dairies, 18¢; 19¢.  
OLD POTATOES—Steady. Rural, 50¢; 60¢; Burbanks, 50¢; new potatoes, market firm. Triumphs, 2.40¢; 60¢ per bushel; good white, 2.50¢; 60¢.  
EGGS—Market weaker. At mark, cases included, 15¢; "struts," new cases included, 15¢.  
LIVE POULTRY—Ruined steady. Turkeys, 10¢; chickens, 11¢; ducks, 9¢; 10¢.

**Flour.**  
Steady but quiet. Minnesota patents, \$3.90; 410; winter straight, \$3.75; 3.85. Others unchanged.  
WHEAT—Active and firm. July, 79.15¢; 81¢; September, 76.15¢; 81¢; December, 75.75¢; 81¢.

**CORN—**Sold up sharply on light country offerings, further rains west and strong cables, September, 64¢; 81¢.  
CATTLE—Early market firm and strong tail, covering and sympathy with corn. Track white, 45¢; 60¢.  
BUTTER—Market unsettled. State dairy, 18¢; 22¢; creamery, 19¢; 22¢; renovated, 14¢; 60¢; factory, 17¢; 19¢; imitation creamery, 17¢; 20¢.  
CHEESE—Market irregular. New state full cream small colored cheddar, 9¢; white, 10¢; large colored, 9¢; white, 10¢.  
EGGS—Market weak. State and Pennsylvania, 17¢; 20¢; western storage packed, 17¢; 20¢; southern, 13¢; 14¢.

**Live Stock.**  
Chicago, June 7.  
HOGS—Choice to fancy strong weight shipping, \$7.35; 7.50; common to choice heavy packing, \$6.50; 7.25; plain to choice heavy mixed, \$7.00; 7.25; selected butcher weight, \$7.30; 7.45; assorted light, \$6.50; 7.20; common to fancy light mixed, \$7.75; 7.90; thin to choice, \$5.75; 6.50.  
CATTLE—Prime beefs, \$7.50; 7.70; good to choice beefs, \$6.50; 7.40; fair to good export and shipping steers, \$5.00; 5.80; plain and medium beef steers, \$5.50; 5.80; common to rough, \$4.75; 5.50; good to choice feeders, \$4.75; 5.40; poor to good stock steers, \$2.75; 4.40; bulls, plain to fancy, \$2.75; 5.00; veal calves, fair to fancy, \$3.50; 7.00; corn fed creamery steers, \$5.40; 7.00; fed Texas steers, \$3.00; 4.75.

**South Omaha, Neb., June 7.**  
CATTLE—Market steady. Native steers, \$6.00; 7.00; cows and heifers, \$1.75; 2.00; western steers, \$4.75; 5.25; Texas steers, \$4.00; 5.00; canners, \$1.50; 2.00; stockers and feeders, \$2.75; 3.25; calves, \$3.00; 3.50; bulls, stags, etc., \$2.50; 3.00.  
HOGS—Steady to 50¢ higher. Heavy, \$7.15; 7.40; mixed, \$7.10; 7.30; light, \$7.00; 7.25; pigs, \$3.75; 4.00; bulk of sales, \$7.10; 7.25.  
SHEEP—Market steady. Fed mutton, \$6.00; 6.50; western, \$7.00; 7.50; ewes, \$4.25; 4.50; cows and stockers, \$3.00; 4.75; lambs, \$5.00; 5.15.