

Interviewed in Interests of the Canadian Public, Canadian-Born Railway Giant Declares That a Railway That Requires a Government Subsidy to Build is Not Required By the Country-Let Canada Go Into the Scheme as a Purely Commercial Investment, Receiving Ample Security in First Mortgage Bonds for Every Dollar of Aid Advanced.

SUBSIDY GRANTING A THING OF THE PAST RAILWAY BUILDING NOW PURE BUSINESS

WHAT MR. HILL SAID.

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The time has passed in the affairs of Canada when it is neces sary for the government to subsidize a railroad. This is the age when projects of this character are carried out for practical reasons, because the development of the country warrants it, and primarily because the investments can be profitably made.

If Canada contributes aid to-day to another transcontinental railroad, either in money or land grant, the government should receive bonds of the corporation or other full and complete security for the in_ vestment. In other words, it should become a purely business transaction with no gift enterprise attached.

A railroad that requires a government subsidy in Canada to-day before it can be constructed is not required by the country nor warranted by the business that will be naturally tributary to it.

It is my judgment that another transcontinental railroad cannot be profitably built across Canada for the present. If business conditions demanded such a project there is idle capital sufficient in Canada and the States now that would be seeking that channel for investment without subsidy considerations. In truth, the practical railroad world today realizes, in my estimation, that a government subsidy is not a good thing for a transportation venture, which is based wholly upon business considerations. Government aid is usually tainted with such conditions that the value of the grant is more than offset by the disadvantages of the restrictions. As evidence of my belief in this proposition . Mr. Hill was told The World would I may say that I constructed the Great Northern Railroad without

seeking or desiring a subsidy. I do not mean to insist that the extraordinary growth of the Cana dian Northwest does not call for a decided improvement in the transportation facilities of the Dominion. On the contrary, a distinct imrovement is demanded, but clearly the occasion requires the enof present means of transportation, more modern equipment for the lines already in operation, extension of branches and the building up of the systems. Canada has five million people, one transcontinental railroad and another practically in sight. The United States has eighty-five million population and six transcontinental railroads. At this rate the Republic has one transcontinental line for each fourteen million of its inhabitants and the Dominion, one for each two 1 is all. However, I think I may say and one-half million

the ordinary channels of the press. His reference therefore, he said, must be considered merely as it applies generally to the plan of another entirely new railroad line extending across the IN PUBLIC'S INTEREST.

continental proposition, except thru

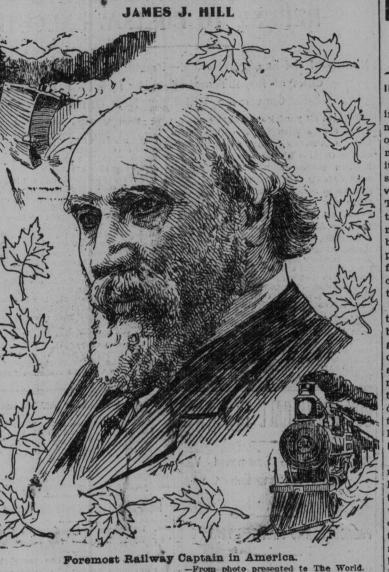
In the president's office of the gen eral headquarters building of the Great Northern the interview took place Mr. Hill said that he consented to the interview after being earnestly solicit ed by The World to discuss the sub ject for the benefit of the Canadian

public, which might care to receive the opinion of a railroad man who had enjoyed some measure of success and Canadian connections might entitle him to speak on such an affair without appearing to meddle with that which did not directly concern

As an introduction to the subject like to give to its readers his views on the Grand Trunk Pacific proposal, the subsidy feature, the demand of the country's resources for the additional and any other views he might have relating to this project and kin_

dred features KNOWS A GOOD DEAL "Permit me to say that I really know little of the Grand Trunk Pacific plan." he observed. "I have read something of it in the papers. That

that I know a good deal about the general conditions," and Mr. Hill's



PRESENT SYSTEMS SHOULD BE ENLARGED **TO MEET FUTURE NEEDS OF GREAT WEST**

IMPROVE THE C.P.R.

"I do not contend that the vast immigration into the Northwest does not call for renewed effort on the part the railroad managers of the Doit is not in the system, but the improvement and deelonment of those already in existence. This is in my judgment the key to Another line would mean the division of the present usiness of that section into three parts. That would render it unpro-

fitable. This is purely a mathematical

"I have no connection with any in rests in Canada to-day. We have a anch into the Crow's Nest coal rezion, but that is to get fuel for our own lines out of there. Even this is seriously interfered with by the tonnage tax. We could use millions of ons in excess of what we do of Canalian coal with more practical regulaline east of Chicago HAS NO ALLIANCE.

"This talk of an agreement between interests and those of Canadian . ich we will reach into the vithout foundation. The Great Northrn has numerous branches right up to the Canadian border to natural conbut natural conditions regulate this

WHO MR. HILL IS. A man of massive frame, penetrating eves and most engaging man

ner is James J. Hill. His extraordinary physique first impresses the casual observer. When he speaks all attention is immediately centred in his extraordinary mental characteristics. A head of almost abnor mal size is set upon an enormous pair of square shoulders. He is well proportioned. 'The hand that framed the famous agreement which resulted in the formation of the Northern Securities Company is the hand of a rail splitter. In fact Mr. Hill's early training on the Cana. dian farm near Guelph is evidently responsible for his powerful body. His extraordinary mental vigor is attributed to his Scotch-Irish ancestry, and tradition places the president of the Great Northern the eighteenth in lineal descent of his family.

Sixty-five years old, the remarkable man's older man in repose and infinitely younger when animated by conve sation. His voice is low. He talks with most amazing directness, and his words are accompanied with glances from his big deep set eves

that appear to reinforce his remarks. When intensely interested the lustre of the magnate's eyes increases to a remarkable degree. He left school when fourteen years of age, yet he grasps a pr stantly, and his judgment is accepted as almost infallible in the rai road world. Probably the largest single employer of labor in the world and with railroad interests second to none, he is still the most democratic of individuals. It is "Jim Hill" by which the king of the railroad world is best known, and he responds to this title all over the great

He walked into the reception room of his general offices in Paul, Minn., and grasped The World representative warmly by the

hand. His dress was very plain. He wore a flat Scotch cap well down over his eyes. His grizzled beard gave him rather an unklempt appear ance Mr Hill's capacity for work is something enormous. He gets to his office as early as 7 o'clock. He declares that the has never heer able to get over the habit of early rising acquired on the farm. H keeps two secretaries busy frequently until late in the evening. In spite of the value of his time he steadily refuses to surround himself with those barriers common among railroad presidents and busy men. nections with the Canadian railways, 🕆 If a man wants to see "Jim Hill" he is never turned away by the mes senger in the reception room.

traffic in the Canadian Northwest. Canadian grain trade does not water. This calls for the improve- "There is a vast volume of trade



