

coaches between the end of the steel on the American side, and by employing steamboats on the Red River he made it possible for the traveller from the East to Fort Garry, or vice versa, to purchase a through ticket.

The first rebellion in the Red River settlement, when General Wolseley with a force of armed troops was sent to the West to quell the disturbance, is now a matter of Canadian history. We know that in those days, especially during the rebellion, visitors coming in or going out of Fort Garry was subjected to the closest scrutiny. Then it was that Governor McTavish, of the Red River Settlement, entrusted James J. Hill with a letter of great importance for safe delivery into the hands of the then Premier of Canada, the late Right Honorable Sir John A. Macdonald, at Ottawa. Mr. Hill delivered the letter safely, and did a noble service for the country of his birth.

The foregoing short pen sketch of James J. Hill will show that he is a man of deeds and achievement. Just now he holds the centre of the stage in Western Canada. He has purchased terminals and a right of way into the very heart of Winnipeg for his new transcontinental railroad at a cost of some three million dollars. He proposes to build his railroad across Western Canada without asking for any subsidy from either Provincial or Federal Governments. He promises that his railroad will be built at once, and that it will be hauling out our Canadian wheat in a couple of years from now at the most. James J. Hill's promises are not empty or meaningless. He is a man of affairs, and can command more capital to finance his ventures than possibly any other man in the railroad world to-day. Through his many successful business ventures he has amassed fabulous wealth, and is surrounded by a group of capitalists who have the most implicit confidence in his integrity and sound business judgment.

When he puts his seal of approval on any venture, the leading investors of both hemispheres are willing to back his judgment with their cash.

Money is needed in abundance for all gigantic undertakings, and J. J. Hill can command the money when he needs it. That his new transcontinental railroad will be pushed to a speedy completion is a foregone conclusion.

Mr. Hill is a non-believer in the over capitalization of railroads, for the reason that the earning of a vast amount of interest on watered stock adds to the burdens of the people. He believes that railroads should be built on a sound workable business basis, not entirely in the interests of a coterie of promoters, but to serve the needs of the settler. He has put his beliefs into practice in all his railway enterprises on Uncle Sam's side of the line, and he purposes to adhere to the same principle in building his transcontinental line across the Great Canadian West. Today he is recognized as the "Railroad King," having reared one of the most colossal industrial fabrics in modern history, covering an empire with transportation facilities, giving profitable employment to more than 100,000 men, involving combined capital exceeding \$500,000,000. One thing that is particularly characteristic of the man is that he is always intensely interested in the development of the country through which his lines pass. He figures that he may carry the freight of any manufacturing industry on his line, therefore he aids in every practical way these industries.

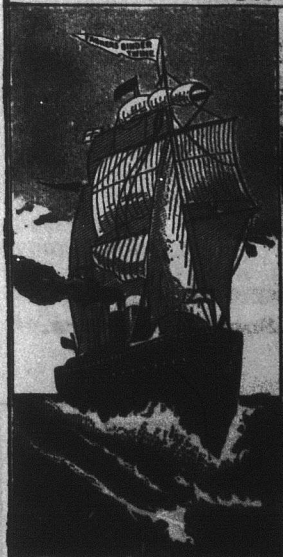
We will attempt to give our readers a brief description of what the Canadian farm boy of some fifty years ago looks like at the present time.

James J. Hill is a powerfully built man. His enormous head is set off by massive shoulders. He weighs over 200 pounds. His eyes of most piercing brightness, are abnormally large, and are shaded by shaggy eyebrows. Sixty-five years of age, his style of wearing his beard and hair give him rather the appearance of greater age.

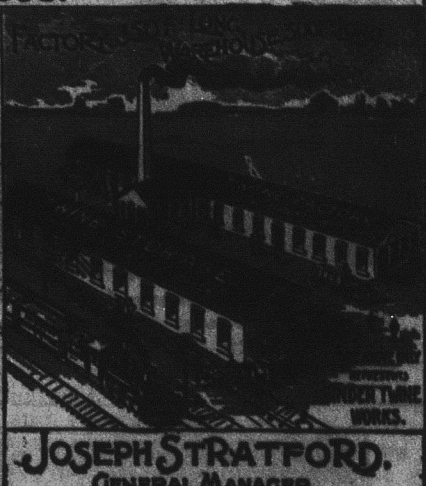
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JOSEPH STRATFORD,
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JOSEPH STRATFORD,
GENERAL MANAGER.

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