

# SWEET CAPORAL



## CIGARETTES STANDARD OF THE WORLD

SOLD BY ALL THE  
WHOLESALE TRADE.

(Continued from page 66.)

has given Hill a bad scare, caused him to beg for mercy and promise henceforth to be good.

In truth, however, J. J. Hill has not been so much scared as his opponents try to make out. If they want his passenger business between St. Paul and the Coast he is not unlikely to pay them money for taking it off his hands.

Passengers cars get in the way of Mr. Hill's big freight trains as they wind their way across the plains of the North-West with 2,000 or 3,000 tons of freight aboard. The astute railroad man of St. Paul will, no doubt, very gladly let the

Canadian Pacific et al. make all the noise and take his passengers; but meanwhile—let no one be deluded—he will lay low and chuckle.

### From Winnipeg to Vancouver.

According to J. J. Hill's associates, he will pursue his Canadian operations regardless of anything else in sight but a low grade road between Winnipeg and Vancouver. This new line will be no slouch of a railroad. No other railroad will be so well fortified to fight the rigors of a Canadian winter. In this respect and in respect of everything that goes to make a low-cost, modern freight railroad, this new Hill freight transcontinental will have the benefit of J. J. Hill's great experience in the North-Western railroad field.

And he has not only a war-chest to fight with. He holds a few clubs in reserve. If Mr. Harriman gets active the Minnesota farmer might quietly say: "Look out there. The Burlington is not resting on the hills of Colorado for exercise. It is not far to Salt Lake; so don't you get ambitious!"

To the St. Paul: "Don't encroach too far. These two roads (meaning the Northern Pacific and the Great Northern) can haul freight awfully cheap—cheaper than you may think. Don't try to take their bread and butter away because if you do—away go the rates!"

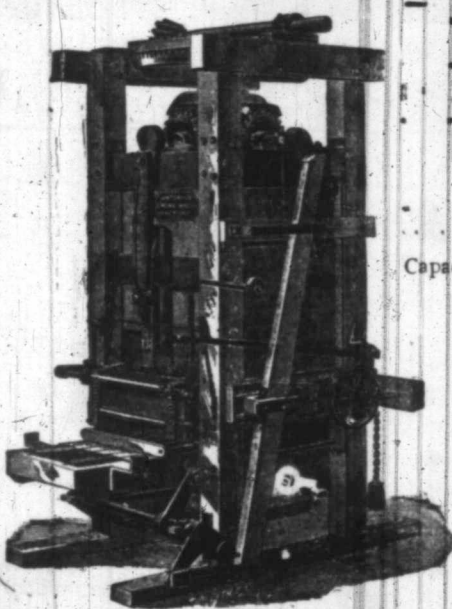
### "I Am Going to Have It."

To the Canadian Pacific: "Run all the passenger trains-de-luxe you wish between St. Paul and Puget Sound. Put on conservatories, flowers and music. If there is any big deficit I might help to make it up; but keep out of my freight preserves or there will be trouble. There's traffic up in the Canadian plains waiting for me and I am going to have it!"

There is the flavor of a romance about his colossal figure, concludes the journal, and deeds that cling about no other figure in the railroad or financial world. It is a romance which brings to the mind of every one the stirring events connected with the development of the American and Canadian West for nearly fifty years back. For this reason no less than for that he has done the financial world and men in general still continue to watch with increasing interest the moves of Mr. Hill in the great game which is being played on the Western railroad map.

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