

"JIM" HILL AND NOR. PACIFIC.

After One Month Abroad It Is
Practically Under His
Control.

IVES STOCKHOLDERS
OUT IN THE COLD.

While the Deal Has Not Been Completed
It Is Pretty Sure to Go
Through.

"Jim" Hill has practically acquired control of the Northern Pacific Railroad. While the deal is far from being consummated, enough of the preliminaries have been arranged to ensure its being carried out as fast as technicalities and details can be adjusted.

President Hill was a passenger on board the American liner New York which arrived here this morning.

He was met by an EVENING TELEGRAM representative, and had this to say on the subject:--

"The Reorganization Committee of the Northern Pacific Railroad have a majority of each class of bonds, and are ready to push the reorganization of the road quite vigorously."

"Are the Great Northern people interested in the matter?" I asked.

"I met a number of gentlemen who are interested in the Northern Pacific reorganization, and our company will be ready to do anything it can to facilitate the matter. We shall be glad to see the Northern Pacific reorganized on a basis where it can carry its financial burden."

"The three failures of the Northern Pacific, commencing with Jay Cooke, have marked three financial crises or panics in America, and I think that the placing of the company on a sound financial basis, as at present proposed, will do as much to restore the credit of American securities, both at home and abroad, as any one thing that can be done anywhere."

"Will the Great Northern Railroad take part in the reorganization?"

"I am not prepared to say what the Great Northern will do further than to state that you may depend upon the Great Northern looking out to the best of its ability for its own interests. It will be most glad to co-operate with the bondholders of the Northern Pacific to secure the desirable results that I have stated, and thus put that company on a sound basis."

"I do not care to go into the matter any further at this time," continued Mr. Hill, "for reasons that must be apparent to you."

"Did you meet Pierpont Morgan in London?"

"No. There is absolutely nothing in that story at all," replied Mr. Hill. "I did not even see him, much less talk with him."

"What are your relations with the Vanderbilts, present and prospective?"

"We have very pleasant relations with them," answered the great railway president. "But our relations are also pleasant with the other lines, and we have no desire to make any closer alliances than at present exist."

It will be seen from the above interview by reading between the lines that President Hill has practically brought matters to a pass where the Great Northern is to play a big part in putting the Northern Pacific Company on its feet. When he came—three weeks ago from the West, he had not the least idea of going to Europe, but propositions and counter propositions passed between representatives of both the big companies, and almost immediately thereafter Mr. Hill started for Europe in company with Mr. Ed Adams, the representative of the Deutsche Bank, of Berlin. Mr. Hill met some prominent financiers and railroad parties on the other side, and some kind of an agreement was reached whereby the Adams Committee and the interests represented by the Deutsche Bank will co-operate with him toward a reorganization of the Northern Pacific, the ultimate effect of which will be to virtually put both roads under the direct control of Mr. Hill.

Several of the securities of the Northern Pacific have defaulted on their interest, and it will be an easy matter to get control of the property by foreclosure proceedings. The stockholders represented by the Ives interest will accordingly be left in the cold. And as for the Villard following, there is not enough of securities in their control to cut any figure whatever.

It seems that Mr. Hill has practically engineered the present scheme, which is tantamount to a consolidation of interests in the near future, within the last month. Among the possibilities in sight in the future is a line from Butte, Montana, to Boise City, Idaho.