Pages 9 to 16.

Sunday Globe.

ST. PAUL

Pages 9 to 16.

VOL. XVIII.---PRICE FIVE CENTS. ST. PAUL, MINN., SUNDAY MORNING, JULY 14, 1895---SIXTEEN PAGES. PRICE FIVE CENTS.---NO. 195.

MINNESOTA HISTORICAL SOCIETY

BRAINS AND BANK ACCOUNTS

Six St. Paul Gentlemen Who Have Enough of Both of These to Nicely Carry Them Through Life.

EACH WORTH MORE THAN A MILLION

Two of Them Have Amassed Fortunes Which Are Said to Aggregate More Than Twenty Millions.

INTELLECTS AS STRONG AS PURSES.

Careers of James J. Hill, Frederick Weyerhauser, Alex. Ramsey, Wm. Dawson, D. C. Shepard and W.R.Merriam.

We all despise wealth. It brings with it so many cares, it loads one with such great responsibilities, it breeds so much false admiration that it is not to be endured. If we possessed it, like Timon of Athens, disgusted with the fawning adulation of selfish mortals, we would perhaps become distraught, fly to deserted caves and taunt all who approached with bitter and cynical remarks. But notwithstanding our deep and deadly hatred of this cursed wealth, we must confess an interest in those who possess it. We must likewise admit that, although their worldly goods may be accursed things, yet they themselves are about as well behaved as other folks. The only difference seems to be that the "other folks" haven't got as much money.

Yes, the millionaire is an interesting institution, a type of human curio, as it were, who does not parade three legs or two heads to attract the public gaze, nor act, sing or write novels to engage the absorbing attention of an inquisitive multitude. Nor does he stir juries with fiery and impassioned eloquence, or preach the gospel with the flourish of a Talmage. No; he has simply made money and lots of it. You didn't, probably couldn't, see him in the very act of making it. If you had, you would not have recognized the achievement at the time. In other words, the millionaire does not enjoy the audible applause of his fellow men at the end of every successful act or scene in the drama of his life. But he arrives at the goal of his ambition, or, to use a more classic expression, "gets there just the same."

For these reasons and others not necessary to mention, millionaires are deeply interesting, especially those whom we know—our own fellow citizens. St. Paul can today boast of a sextette of men, each of whom is worth more than $1,000,000. The richest of the six—and two bear that distinction—have garnered up $20,000,000—the pencil lingers over these figures. A third has amassed $5,000,000, and the remaining three, each of them, can point to assets at least $2,000,000 in excess of liabilities in each case.

In introducing these distinguished gentlemen to the readers of the Globe for the purpose of briefly outlining their careers, attention might be called to these coincidences: Only three of them—Messrs. Merriam, Dawson and Ramsey—have held public office. Of these three, two—Messrs. Ramsey and Merriam—have been governors of the state of Minnesota, and two—Messrs. Ramsey and Dawson—have been mayors of St. Paul. Messrs. Hill, Weyerhauser and Shepard have never held public office. Otherwise they seem to have done quite well.

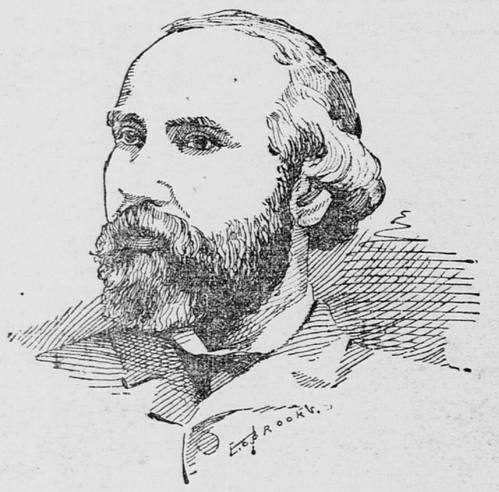
How these six gentlemen gathered together so many dollars in a lifetime may appear in these sketches of their careers, and may not. Hundreds of men have made the same profits and — died in the poorhouse. It is but just to record, however, that all six of the group have displayed commendable liberality in donating of their worldly goods to worthy causes.

JAMES J. HILL.

The Leading Railroad Man of America.

The history of America's railroad king, James J. Hill, like that of any pre-eminent man, has been published so often as to make it familiar to his fellow townsmen, at least so familiar as to render it unnecessary to repeat it in detail. The career of this man from a day laborer on the levee to the day that witnessed the completion of his great continental highway has been nothing short of marvelous. From a penniless youth he has grown to be a multi-millionaire. His fortune today is conceded to be $20,000,000.

Mr. Hill is a Canadian. He is fifty-seven years of age, and prior to 1865 was a nobody in particular in St. Paul, where he had already lived for nine years. As a young man he was a receiving clerk for Bronson, Lewis & White, commission merchants, on the levee. Later, when he had saved a little money, he engaged in what was known as the "Red river trade," and a unique trade it was. This was Mr. Hill's first venture in transporting freight to the Northwest. Today, following almost exactly the exact trail along which he trudged with his creaking, wooden-wheeled carts in youth, runs his well equipped line of railroad.



J. J. HILL.

In 1865 Mr. Hill erected the old wooden warehouse where the Milwaukee depot now is, and carried on a commission business there for ten years. Six years later he formed a partnership with C. W. Griggs in the wood and coal business, from which date his prosperity began, though in a small way, to be sure. When Jay Cooke began his Northern Pacific enterprise and opened up at Duluth, some dealers there began to ship coal to St. Paul. Mr. Hill was quick to see that he and Mr. Griggs must do something if they proposed to make their business in St. Paul pay. He accordingly offered to go into partnership with the Duluth dealers, and they consented to the agreement. During the ensuing three years from 20,000 to 40,000 tons of coal were handled on the Duluth docks. But the failure of Jay Cooke in 1873 caused a collapse of the Duluth business.

Then came the hard times. The St. Paul & Pacific road went into the hands of a receiver named Farley. Mr. Hill recognized that the true northern route to the Pacific was via the Saskatchewan valley and across the portages and mountain passes in the far Northwest, where the Hudson bay trappers had found the way generations before. The St. Paul & Pacific was pointed right, and the "Yellowstone fever," which was then raging, and which drew the Northern Pacific surveyors under Milnor Roberts and Rosser and Spaulding far to the south and induced them to locate the Northern Pacific road on the Yellowstone, and gave them innumerable heavy grades through the forests and swamps and bad lands, did not move this man, who had been over the country on foot more than once with a red knit sash about his waist and a hooded woolen coat on his back.

He knew the true route to the coast better than they, and the St. Paul & Pacific line pointed toward it. Mr. Hill obtained some money from a prominent rich Canadian—not a great sum, but large enough to carry the deal through, and Farley sold him the road. It wasn't much of a road then, but it was the beginning of what is now the Great Northern, stretching from St. Paul to the coast, with lower grades than any other transcontinental line in existence. Subsequently Farley sued Mr. Hill on a contract, alleging that he was to share in the profits of the transaction, but the courts decided against him, and Mr. Hill was fairly launched on the road that led to millions.

A few years ago Mr. Hill took out a life insurance policy, so large that it required all the solvent life companies in America to carry it. He paid a single premium on this policy amounting to several hundred thousand dollars, and thus closed the door forever against the advent of grim poverty, in case his gigantic venture resulted disastrously.

FREDERICK WEYERHAUSER.

The King of the Lumbermen of America.

Frederick Weyerhauser is the acknowledged king of American lumbermen. His wealth is estimated at the same stupendous figure as that of the railroad king—twenty million dollars.

Mr. Weyerhauser was born in Mayence, Germany, just sixty years ago. He spent his childhood in the Fatherland. At the age of twelve he came to America, and settled in Pennsylvania. After residing in that state for about ten years, Mr. Weyerhauser removed, in 1856, to Rock Island, Ill. It was there that he obtained employment in the business in which he was destined to become famous. His first position was that of an ordinary hand in a saw mill. He was then twenty-one years of age. Even in this humble capacity his industry and ability soon became manifest to his employers, and in less than two years he was sent by them to manage a retail yard at Coal Valley, Ill. After superintending the yard for a year, he bought it. Though his income up to this time had not been large, through economy and frugality, qualities as characteristic of the man who becomes rich as they are essential to that reward, Mr. Weyerhauser had quite a snug little sum to his credit. But what was still more valuable, he enjoyed the confidence of his employers and all others who had business relations with him. Not long after Mr. Weyerhauser had purchased the retail lumber yard, his former employers failed in business. Thereupon Mr. Weyerhauser stepped in and bought the mill plant. Here his career as a manufacturer of lumber began. He conducted the business alone for a while, but soon took his brother-in-law, Mr. Denkmann, into partnership, thus forming the famous saw mill firm of Weyerhauser & Denkmann, which is still in existence. Subsequently Mr. Weyerhauser became connected with the Mississippi River Logging company. It was in this enterprise that Mr. Weyerhauser attained the prominence which constantly increased as the years rolled by. This company was organized in 1870 for the purpose of sorting the Chippewa logs belonging to down river mills at Beef Slough to save the mill owners trouble and expense. Mr. Weyerhauser became president of the company in 1872, and so successful was his management, that the entire care of the business was entrusted to him, and each year witnessed his re-election to the office of president. Mr. Weyerhauser also became president of the Chippwa Logging company, an office he has retained ever since. In the thirteen years of its existence this company handled over 6,000,000,000 feet of logs. Other enterprises with which Mr. Weyerhauser has been conspicuously identified are the Chippewa Lumber and Boom company, the Shell Lake and Barronett companies, the White River Lumber company, the North Wisconsin Lumber company, the Chippewa River & Menomonee railroad, a logging line; the St. Paul Boom company, the Mississippi & Rum River Boom company, the Pine Tree Lumber company, at Little Falls, and the Mississippi River Lumber company. This last company is one of the latest corporations under the management of Mr. Weyerhauser. It bought out the holdings of the St. Anthony Lumber company and the Cross Lake Logging company with its railroad at a cost of more than a million dollars.

To nearly all of these companies Mr. Weyerhauser gives his personal attention. Every winter he visits at least 200 lumber camps on the Chippewa and in other parts of Northern Wisconsin. There is scarcely a log landing on the Chippewa that he does not visit before it is broken in the spring to see that the log records of the Chippewa Logging company are properly kept.

The personal characteristics of Mr. Weyerhauser are a cheerful disposition, an even temper and marked simplicity of manner. His sound judgment is remarked by the lumbermen who appreciate the vast interests which demand his attention, and they marvel at the ease with which he accomplishes Herculean tasks.

DAVID C. SHEPARD.

The Celebrated Railroad Contractor's Career.

An interesting career is that of D. C. Shepard, the celebrated railroad contractor of the Northwest. Mr. Shepard's fame is not by any means confined to the Northwest. The man who constructed nearly the entire mileage of the Great Northern railroad must needs be known elsewhere than at home. Mr. Shepard's wealth is estimated at about $2,000,000. The story of his life will show the reason of his prosperity—a prosperity not dependent upon the fortunate fluctuation of the stock market or other speculating devices.

Mr. Shepard was born in 1828 in Geneseo, Livingston county, N. Y. The dwelling wherein he was born subsequently became the poorhouse of the county, but that happened after Mr. Shepard's father had sold it. Nevertheless when Mr. Shepard was a boy in his 'teens, so he says, his relatives would occasionally remind him, by way of reproving any exhibition of undue independence or pride, that he was born in a poorhouse. Mr. Shepard spent his early life on a farm. He received a good common school education and supplemented it with an academic course. Then he became a civil engineer, gaining his first experience in that capacity upon the New York canals. This was in 1847. Mr. Shepard married in 1850. A year later he left the canals, and was employed for some twelve months as a civil engineer on various railroads in the state. In 1852 he removed to Ohio, and was employed by railroads in that state in a similar capacity. From 1853 to 1856 he served the New York, Pennsylvania & Ohio road as chief engineer. The road was then known as the Atlantic & Great Western. During 1856 Mr. Shepard's health became impaired, and he removed to Wisconsin, where he accepted a position as civil engineer of one of the roads in process of construction in that state. In June, 1857, Mr. Shepard came to Minnesota and accepted the post of chief engineer of the Minnesota & Pacific railroad, subsequently known as the St. Paul Minneapolis & Manitoba. He remained with the road in that capacity until 1860, during which time the line was located and grading was completed two and a half miles from St. Paul toward St. Cloud. Mr. Shepard enjoyed the distinction in 1858 of turning the first sod ever turned on a railroad in Minnesota. This was near the present Calvary cemetery. In 1860 Mr. Shepard resigned his position, as the project of building the road fell through, owing to the lack of funds. From 1860 to 1863 he engaged in the wheat trade, meanwhile awaiting another opening, for, as Mr. Shepard expresses it: "I knew there were going to be some railroads built here and I determined to wait until it was done."

In 1863 Mr. Shepard was engaged as chief engineer of what was then called the Minnesota Central Railroad company, and is now a part of the Chicago, Milwaukee & St. Paul system. From 1863 till 1870 Mr. Shepard was the chief engineer and superintendent of all the lines owned and controlled by the Milwaukee & St. Paul Railroad company west of the Mississippi river, including the present River division, the St. Paul & Chicago, the Hastings & Dakota, the Minnesota Valley and McGregor & Western.

The year 1870 witnessed the beginning of Mr. Shepard's career as a railroad contractor. He became interested in the Northwestern Construction company, and because of his extensive experience as a railroad engineer and his familiarity with the cost of construction, he was made the general manager of the company. Its purpose was to construct the Northern Pacific railroad across the state of Minnesota. The duties of Mr. Shepard as general manager of the company necessitated his resignation of his position with the Milwaukee & St. Paul company. At the time of his resignation Mr. Shepard was receiving a salary of $10,000 a year from the Milwaukee & St. Paul company. In 1872 the contract with the Northern Pacific was completed. Mr. Shepard then entered into partnership with R. B. Langdon and A. H. Linton, of Minneapolis. During the succeeding twelve years the firm built a legion of railroads. The partnership lasted until 1884, the year the Burlington was constructed. During these years they executed a great many large contracts amounting to several thousand miles. The largest single contract was for 675 miles of the Canadian Pacific railroad. The contractors also built a great many miles of road for the Milwaukee & St. Paul and the Northwestern and Omaha.

D. C. SHEPARD.

In 1884 Mr. Shepard became associated with Peter Siems, the Winston Bros., of Minneapolis, and others. Every year large contracts were executed for nearly every railroad corporation in the state of Minnesota and for some railroad companies in adjoining states. Among the latter were the Burlington & Northern from St. Paul to Prairie du Chien, several hundred miles for the Milwaukee system in Dakota, part of the Duluth & Iron Range, the Chicago Great Western from the Minnesota state line to Chicago, the Omaha and others.

In 1884 Mr. Shepard began the crowning achievement of his life—the construction of the Great Northern railroad. With his associate contractors, he constructed nearly the entire mileage of this great line, including the extension from Minot to the coast, and the Seattle and Montana division ex-

Out-of-Town Customers will get the benefit of these prices while quantities last. But we cannot send samples

Schuneman & Evans

We urge an early attendance, as some of the lots are sure to go very quickly. The early customer gets the choice. . . . . .

Semi-Annual Sale of Remnants

Starts Monday Morning at 8 o'clock with a vast and varied collection of Odd Lots and Remnants, accumulated during our Gigantic Spring Business. No feature of merchandising so popular with the people—no occasion when so much merchandise of merit can be had for little money,—as at our half-yearly sale of Remnants,—and tomorrow's offering has been organized on a still greater and grander scale,—with Longer Remnants, Choicer Remnants and Odd Lots gathered from nearly every department in the house. You have learned to expect phenomenal values at this greatest of all Remnant Sales, but your fondest hopes will be more than realized tomorrow.

Remnants of Wash Goods.
20c, 15c and 12½c Wash Goods for 5c.
Short lengths and remnants of Sea Island, Garner's and English Percales, Scotch Zephyr Ginghams, Printed and Cordele Marquis Dimities, Batistes, Irish Lawns, Organdies, Duchesse Jaconets, all worth 12½c, 15c and 20c, for — 5c

Remnants of IMPORTED WASH GOODS.
40c, 35c and 25c Imported Novelties for 10c.
Remnants of 35c English Dimities, 40c Swiss Novelties, 40c Scotch Lappets, 30c Figured French Satine, 35c Scotch Ginghams, the cream of our large and choice stock, all go at..... — 10c

Ladies' Silk Skirts.
Black Striped Satin, lined throughout; new Godet back; always sold at $13.75. To clear them out, They go at..... — $5.00

Ladies' Spring and Summer Capes.
50 Spring and Summer Capes, light and dark colors, plain and braided; were $6.50, $6.00, $5.00 and $4.50. Your choice of this lot for..... — $2.98

Misses' White Suits.
20 India Linon and Dotted Swiss Suits, embroidery trimmed, sizes from 6 to 12 years; they sold for $4.50, $3, $3.50. They all go now at..... — $1.75

Ladies' Silk Waists.
25 Silk Crepe Waists, in Cream, Light Blue and Pink—solid colors—they have sold for $5.00. For this sale They will go at..... — $3.75

Ladies' Silk Waists.
75 Silk Waists, in plain India Silk, fancy and striped Taffetas, all new patterns and colors; also a few Black China Silks; these waists made latest style, extra large sleeves. Former prices $9.00, $8.00, $7.50 and $6.50. For..... — $4.75

Odd Lot of Handkerchiefs.
100 dozen, some slightly soiled; the lot consists of Hemstitched and Printed Border Handkerchiefs, all good patterns; regular selling price 10c and 15c. They all go at..... — 5c

Remnants of Embroideries.
15c, 10c and 8c Embroideries at 5c.
1,500 yards of short lengths and remnants of fine Embroidery, from 1 inch to 3 inches wide, in nearly every imaginable pattern; some very rare bargains in this lot. They all go at, per yard..... — 5c

Remnants of Drapery Goods.
Remnants of 25c Art Denims.....
Remnants of 15c Curtain Muslins.....
Remnants of 15c Silkalines.....
Remnants of 15c and 20c Cretonnes.....
Remnants of 19c Satines.....
Remnants of 25c Tinsel Crepes.....
All go at, per yard..... — 10c

Odd Lot of Plates. CROCKERY DEPARTMENT.
100 dozen Plates, plain white and decorated in fancy and plain shapes: Soup Plates, Dinner and Tea Plates, over one hundred different styles, in Carlsbad China, etc. They have sold for from 15c to 35c each. But take your choice at..... — 5c

Remnants of White Goods
12½c White Goods go at 5 Cents.
Remnants of White Dimities, White Lawns, White Lace Effect Nainsooks, White Duck, and everything in White Goods, worth up to 12½c. Nothing held back as too good. They all go at — 5c

Remnants of White Goods
45c and 35c White Goods at 10 Cents.
In this lot you find Dotted Swisses, White Organdies, Mulls, Imported White Dimities, Fine White Piques, White Ducks. Here you are likely to get just the length you want at one-fourth its real value. Your choice..... — 10c

Remnants of Muslin.
Short lengths of all the best qualities, 5,000 yards in all, Lonsdale, Fruit of the Loom, Langdon, G. B., Masonville, White House, Etc.; lengths from 2 to 15 yards, go at..... — 6c

Remnants of Outing Flannel.
Short lengths of White, Cream, Domet and Colored Outing Flannel, all our odds and ends go, no matter what the former price may be. Sale Price..... — 3¾c

Hosiery and Underwear.
Ladies' Vests and Pants—American Hosiery Co.'s Merino Gauze and Gossamer, long or short sleeves. Regular price, $1.00 and $1.25. Ladies' Imported Swiss Lisle Vests. Regular price, 75 cents. Ladies' Fine Silk Plate Hose, in all colors; the 75 cents kind. All go at..... — 43c

Children's and Ladies' Underwear.
One lot of Ladies' and Children's Low Neck, No Sleeves, Ecru Cotton Jersey Ribbed Vests, worth 10c; Infants' Gray Merino Shirts, long sleeves. Regular price, 25c. All go at... — 5c

Hosiery and Underwear.
Children's Hose—1-1 Ribbed, fast black; Ladies' Vests, ecru, Jersey ribbed, low neck, worth 20c; Children's Vests, low neck, no sleeves, worth 15c; Ladies' Tan Hose, worth 19c. All go at..... — 9c

Ladies' Underwear.
Ladies' Ecru Jersey Union Suits, small sizes only, worth 50c; Ladies' White Jersey Ribbed Vests, worth 20c; Children's Jersey Ribbed Corset Waists; regular 25c kind; Children's Merino Pants, worth 25c. All go at..... — 12½c

BOOK DEPARTMENT.
5,000 Paper Novels, Worth 25c, for 3½c. The following Titles:
The Man in Black, Ideala, The Victim of His Clothes, Her First Adventure, A Pretty Governess, Miss or Mrs? A Double Life, The Man Who Vanished, Patience Pettigrew's Perplexities, Mystery No. 13, Forging the Fetters, He Went for a Soldier, Annie, Down in the World, The Umbrella Mender, A Grass Widow, Kreutzer Sonata, Life in a Country Manse, Derrick Vaughan..... — 3½c
Monday From 8:30 to 11:30 A. M. Only.

Remnants of Silks.
$1.25, $1.00, 75c and 50c Silks for 25 Cents.
1,000 yards of this season's choice Silks; lengths suitable for all wants; Cheney Bros.' and Imported Printed Silks, Brocaded, Striped, Check and Changeable Taffetas, Swiss Check and Plaid Taffetas, Brocaded Satin, Gauffre Crepes in Black and Colors, Swivel Silks with neat designs. These goods have sold all season at $1.25, $1, 75c and 50c, all go at..... — 25c

Remnants of Dress Goods.
50c and 39c Dress Goods for 25 Cents.
Fancy Plaids, All-Wool and Silk-and-Wool Mixtures, All-Wool Henriettas in Colors and Black, and one lot of Fine Black French Serge in lengths suitable for Ladies' and Children's Dresses, Waists, etc.; not old goods, but our regular 50c and 39c new lines, per yard... — 25c

One Lot Summer Corsets.
Ladies' Summer Corsets, perfect-fitting, always sold at 50c; Ladies' Cloth Corsets, were 50c and 75c. Sizes broken. They all go at..... — 25c

Muslin Underwear.
Muslin Skirts, with tucks; Corset Covers trimmed with embroidery; Muslin Gowns, tucked yokes. They were 50c and 75c. All go at..... — 25c

Men's Furnishings.
Men's Imported Half-Hose, Tans, Browns and Black, regular 25c kind; Men's Hose Supporters, the 25c kind; Men's Suspenders, regular price 25c; Men's Bathing Trunks. All go at..... — 10c

Men's Furnishings.
Neckwear, 4-in-Hands and Tecks, worth 50c, 75c and $1; Men's Balbriggan Underwear, worth 39c; one lot of solid Leather Belts, worth 50c. All go at..... — 25c

Large Lot of Jewelry.
Ladies' Shirt Waist Sets; Gold Plate Studs, 3 in set; Gold and Silver Belt Pins, Hat-Pins, Bangle Stick Pins, Sterling Silver Thimbles, Baby Pins, Sterling Silver Rings, Hair Ornaments, Hand or Stand Mirrors, Jewelry, worth up to 25 and 35c. All go at..... — 10c

Belt Buckles—Our 25c line in 10 different styles, Silver, Gold or Oxidized. All go at..... — 15c

Ladies' Hosiery—Ladies' Hose, Fine imported Fast Black, Hermsdorf Dye, spliced heels and toes. Regular price, 25c. Children's Vests, low neck sleeveless, or high neck short sleeves, or long sleeves. Regular price, 25c. All go at..... — 15c

Odd Lots of Shoes.
$2.00 and $1.50 Shoes at 98 Cents.
500 pairs of Shoes in broken sizes; Ladies' Button Shoes, Ladies' Dongola Oxfords, Tan Oxfords, Misses' Black and Tan Shoes and Oxfords, Children's Shoes and Oxfords in Black and Tan, Boys' and Youths' Lace Shoes, Ladies' Slippers, plain or with strap, all worth $2.00 and $1.50, go at..... — 98c