

HILL WON'T BUILD ANY MORE LINERS

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TIRED OF INTERFERENCE

Declares That the American Railroads
Are Not Likely to Develop
New Business.

If the Great Northern steamship Dakota is lost, as now seems almost certain, James J. Hill will not replace the vessel. He said yesterday that he did not expect to build any more ships under the American flag, and that, so far as the traffic which the Great Northern Steamship Company would lose because of the loss of the Dakota was concerned, the Japanese lines would be allowed to care for it.

The decision on the part of Mr. Hill not to build another ship flying the American flag for use in the Oriental trade amounts, in effect, to his abandonment of plans for the development of trade with the Orient, in the preparation of which he went to much pains. It was to give impetus to the trade with the Orient that Mr. Hill built the Dakota and her sister ship, the Minnesota, two of the finest ships, as Mr. Hill himself says, that were ever launched.

That Mr. Hill has reached the conclusion that it is not worth while to build another ship to take the place of the one which is lying on the rocks off the Japanese coast is regarded as proof that, for the time being at least, he has given up hope of obtaining for an American line with American built ships the share in the traffic with the Orient to which he feels this country is fully entitled. The fact is, as Mr. Hill pointed out yesterday, that this country's trade with the Orient has declined instead of increased, and under existing conditions Mr. Hill feels there is no incentive for further efforts to build up that trade.

It is thought that the agitation against the railroads and the obstacles which are being thrown by the State of Minnesota in the way of the Great Northern's plans for further development of its lines played no small part in Mr. Hill's decision to relinquish to the Japanese steamship lines the traffic which the Dakota has been carrying.

"When criticism and ignorant interference meet every effort toward further development," Mr. Hill said, "there is no incentive to go after new business. The present disposition to interfere with the railroads is likely to result in their pay-

ing attention only to the business already in hand, without building new branch lines or developing new business. So far as any loss of traffic by the Great Northern due to the abandonment of the Dakota is concerned it will be of little importance, inasmuch as the Great Northern is already deriving from its own lines all the traffic which it can conveniently handle. The Japanese have very good steamship lines, moreover, and they can care for the business. Nor are they troubled by rate regulations. They are supposed to maintain rates, of course, but as a matter of fact they do not, and they make rates that get the business."

Referring to the great cost of the maintenance of steamships in this country, Mr. Hill pointed out that he had had done in the shipyards at Nagasaki for \$6,000 work which in an American yard would cost \$19,000.

The restrictions surrounding American shipping Mr. Hill regards as onerous, and he has long advocated changes in this country's mercantile marine system that would foster the service and give renewed impetus to ocean traffic in American ships.