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October 29, 1963

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Dear Mr. Relander:

Samuel Hill graduated from Harvard College in 1879, having spent only his senior year here. He transferred from Haverford College. He did not study law at Harvard. The following was his course of study during the academic year 1878-79:

Latin 6 - Tacitus, Suetonius, Horace (Epistles)  
Forensics  
Philosophy 3 - German Philosophy of the  
Present Day:-Schopenhauer, Hartmann  
Philosophy 7 - Advanced Political Economy  
History 5 - Colonial History of America to 1789.

The account of Samuel Hill in the Fiftieth Anniversary Report of the Class of 1879 gives fairly full information about his career. I will have a xerox copy made and mailed to you, together with a bill for the cost of the work.

Sincerely yours,

*Kimball C. Elkins*

Senior Assistant in the  
Harvard University Archives

KCE:mm

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Samuel Hill: pp. 236-241

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**H**EWITT was a member of the Everett Athenaeum. In Report II Hutchinson wrote of him:

"In the spring of 1877, Hewitt, after a severe exposure, was taken sick with bronchitis; but so little attention was paid by him to it, that he saw no physician and continued his studies as usual. He returned West, with the writer, at the close of the Sophomore year, and — unknown to himself — bade farewell to Harvard.

"In the spring of 1878, he went to Colorado Springs, and, although receiving temporary benefit from the change, gradually failed, and died of consumption at Cañon City, Colo., February 27, 1879. His remains were brought to Forreston, Illinois, and he was there buried, March 3, 1879.

"Hewitt, whilst in college, took a high standing in his studies and doubtless would have graduated with honor to both himself and his class. He was always greatly interested in boating affairs, although taking no very active part in the same. His untimely and unexpected death will be deeply felt and long mourned by the many friends among his classmates."

#### SAMUEL HILL

BORN at Uharee (Deep River), North Carolina, May 13, 1857. Son of Nathan Branson and Eliza Lenora (Mendenhall) Hill. Entered from Haverford College.

IN COLLEGE, 1878-1879. DEGREES: A.B. 1879; A.B. (Haverford, Pa.) 1878; LL.D. (Penn College, Iowa) 1912.

MARRIED at St. Paul, Minnesota, September 6, 1888, Mary Hill, daughter of James J. and Mary T. Hill. CHILDREN: Mary Mendenhall, b. July 3, 1889; James Nathan Branson, c. '11-'17, b. August 23, 1893.

OCCUPATION: Lawyer. Banker. Road Builder.

ADDRESS: 814 East Highland Drive, Seattle, Washington.

**J**OINING '79 in the Senior year Hill was a member of the Finance Club and of the Philosophical Society. After graduation he entered the law office of Shaw, Levi & Cray, at Minneapolis, Minnesota, remained with the firm for nearly a year, and then became chief clerk with Woods

& Babcock of Minneapolis, attorneys and counselors. On account of previous preparation and this office experience he was admitted to practice in all the courts of Minnesota in December, 1880. In May, 1881, he resigned his position with Woods & Babcock and after a summer in Europe entered upon the practice of law. During the presidential campaign he was president of the Young Men's Garfield and Arthur Club of Minneapolis, and became president of the Young Men's Club and Union League Club, "both organizations of a (somewhat) political nature." Together with others he interested himself in the formation of a State organization of the Harvard men in Minnesota, and for that purpose entered into correspondence with men throughout the State. In July, 1883, he formed a law partnership under the firm name of Atwater & Hill. He wrote, March 31, 1885, "I was a 'mugwump' and spent about three months . . . in 1884 in an attempt to promulgate 'doctrines of opposition' among 'the faithful.'" The winter of 1886 he spent at Munich and Vienna, the winter of 1887 at Florence, Italy. The first four months in 1889 he traveled in Germany and Italy. He also traveled quite extensively in the United States during these years, especially in the Northwest. July 1, 1889, he organized the Minneapolis Trust Company, and was made its president. He was also connected in an official capacity with numerous other corporations of one sort and another, including several railroads. In 1895 the number and variety of these corporations had increased. Outside of the United States he had traveled little since 1890. "I have occasionally dipped into poetry," he wrote, "and rarely into prose, but have succeeded thus far in concealing my identity, and the Class of '79 has had no public disgrace on that account. My reading for four years past has been of China and Japan. The Chinese language I studied during the winter of 1892. I find it difficult." In 1897 and 1898 he was a member of the executive committee of the Indianapolis Monetary Convention. December 2, 1899, the Associated Harvard Clubs at Chicago named him as their candidate for the Board of Overseers of Harvard, and at Commencement, 1900, he was elected, receiving, according to Almy's record at the time, the largest



number of votes cast for any candidate. In April, 1905, he wrote, "I am doing nothing, but hope to get to work shortly. My legal residence is Seattle, Washington, and I have a place at . . . Washington, D. C., and one at Lenox, Massachusetts. . . ." July 16, 1912, he wrote, "My legal residence is now at Maryhill, Washington, where I have a farm, and raise fruit of all kinds, except oranges, lemons and bananas. . . . I announced myself as a candidate for membership in the State convention held at Aberdeen, Washington, in May, and although I live in a farming community where there is only one town of about fifteen hundred population, I am pleased to state that at the primary election I received every vote cast. My work is along the same old lines on which I have always worked, believing that our form of government cannot last unless we can put people on the land and keep them there. In 1870 forty-nine per cent of our population were farmers; in 1900 only twenty-nine per cent lived on the soil. To induce people to till the soil, we must give them good roads, good telephone service, good rural free delivery, good schools and then find a market for their products. I have just finished and presented to the State of Washington ten miles of modern highway. . . . My friends tell me that there are no highways in America as good as these. . . ."

On January 4, 1924, Hill wrote Bennett, "The most interesting thing that occurred to me in 1913 was a meeting of thirty Harvard men which I attended in London. A. Lawrence Lowell was present. I had the pleasure of addressing the meeting and thereafter was chosen the first president of the London Harvard Club. The next year I was in Japan and attended a meeting of the Harvard Club of Japan at a dinner which I gave in Tokyo, and was presented in return with a beautiful piece of Japan's best ceramic work. In 1916, on May 1, I landed at Liverpool, England, on the steamship 'Philadelphia,' was the only man to leave the ship. Took the 9:15 train from Liverpool to London, met Major McKay, who was in command of London and the district for ten miles around. Took the night boat to Havre, then occupied as Belgian headquarters, met M. M. Carton di Wiart. Arrived in Paris the same night,

took the morning train for what remained of Free Belgium, passed through Newkirk and Dunkirk, arrived at LaPanne. I was received by His Majesty the King, dined with the King and Queen, and the Commanding General of the Army. The next morning at 4:00 o'clock was on the firing line; I remained for four hours, which was three hours and fifty-nine minutes too long. One minute was all I really needed. Was invited to participate in the advance next day against Germany, but unfortunately, or possibly fortunately, for both myself and the Germans, the movement of advance was postponed. I returned to Boulogne, crossed the Channel on a most exciting trip, took the night train for Glasgow, Scotland, examined the fortifications on the Clyde, returned in time to witness a night demonstration,—the bombing of Glasgow,—caught the night train for Liverpool, spent part of the day with my friend, John Brodie, who was in command there, and after having covered part of the four countries mentioned in five days came back on the 'Philadelphia,' the same boat I went over on.

"I met the leading railroad presidents of America on my arrival at New York, at the University Club, met many of our leading financiers next day at luncheon, came to Chicago and met many of the leading railroad presidents and bankers, arrived in St. Paul the next morning, saw Mr. James J. Hill, and started to go around the world. Arrived in Victoria and was called to St. Paul on account of the death of Mr. James J. Hill. I returned at once to Victoria, went to Japan, went across Siberia, traveling under an assumed name and with a Russian passport, arrived at Petrograd, got the information I had come for, traveled as courier carrying important dispatches for our very able Ambassador, David R. Francis, went to Viberg, Tornea, Haparanda, delivered my first papers at Stockholm, had a narrow escape among the Germans there assembled, went to Christiania, Norway, then to Bergen. In boarding the steamship 'Jupiter' was recognized by the captain, and had another narrow escape from my German friends. Next day encountered a storm, such as only the North Sea can get up. Witnessed two German submarines show their periscopes,



but as the 'Jupiter' was a neutral ship, we were not attacked.

"Arrived at London, saw Sir Edward Grey, met the leading members of both parties, was requested to again change my name. Was escorted by Wallinger, England's great detective, on my trip to Paris. Was recognized on attempting to land by the Commanding Officer of the Port, Baron Anton Mandat de Grancy, but as we were old friends, was allowed to proceed without delay. Secured the information I desired in Paris, returned to London, met David Lloyd George at breakfast, then returned to Washington, D. C.

"But to turn from unpleasant things to more pleasant ones, I have from time to time met many of my classmates, and with some of them have formed or renewed a friendship which began at college, and have come to admire their work. Perhaps no one has done more than our classmate Baylies, who is responsible for the great Sailors Home in New York City, and twelve others throughout the United States, an institution built on sound and enduring lines. This being only one of his many activities.

"In conjunction with a particular friend of mine, Mr. Frank Terrace, I have been working very hard trying to improve the highways in California, Washington, Oregon and British Columbia. The Pacific Highway, paved, two thousand miles long, runs from Vancouver, B. C., to the Mexican line. The Everyday Highway, equally long, one hundred miles to the East, will be open for travel July 1st. I have the honor to be president of both these organizations, and they are connected by the Columbia River Highway, my baby, which some of our classmates have seen, and which Marechal Joffre pronounced the peak of highway building of the world. The Pacific Highway is spanned at the Canadian boundary by the Peace Portal, the first erected in the history of the world for peace, and commemorating the Treaty of Ghent, signed December 24, 1814, at Ghent, in Belgium. This Portal is where the railway, the ocean and the Pacific Highway come together. At night it is lighted by red, white and blue electric lights. One door is open and across it are written the words 'Open for a hundred years';

the other door is also open and across it are the words 'May these doors never be closed.' Across the great length of the Portal on the United States side are the words 'Children of a Common Mother'; on the Canadian side are the words 'Brethren dwelling together in Unity.'

"I conceived the idea, that as Marechal Joffre was not a pacifist or a conscientious objector, he would be a good man to invite to come over, and take off his uniform and make a speech, opening the Pacific Highway and dedicating the Peace Portal. Marechal Joffre consented, and was one of my guests in a party of eight in a trip around the world."

These are but a few of the activities of our classmate who, when Queen Marie of Rumania was his guest in 1926, was referred to by the press as "world traveler" and "road builder," the "apostle of good roads." In recognition of services to Belgium he was made Commander of the Order of the Crown. He is officer of the Legion of Honor and recipient of a special medal from France. Japan conferred on him the Decoration of the Order of the Sacred Treasure. The United States Senate unanimously passed an act thanking him for his peace work and Canada passed a like act. He was made member of the Queen's Body Guard in Rumania with a special medal. The Great Northern Veterans Association elected him an honorary member. He was adopted into the Nez Percé Indian tribe and, after the death of Chief Joseph, at an assembly of 5000 Indians, chosen Honorary Chief.

CLUBS AND SOCIETIES: (From time to time) Harvard Clubs of New York, Minnesota (President); Seattle (President), and London (President); In Minneapolis, Bachelors' Club (Vice-President), Fortnightly, Minnetonka (Secretary), Nicollet (President), The Lafayette, Town and Country, Minikalida, Alumni Association of the Minneapolis High Schools (President), Minneapolis Athenaeum (Vice-President), Minnesota Historical Society, Union League and Chicago Clubs of Chicago; University Club of New York; Cosmos Club of Washington, D. C.; Minneapolis and Minnesota Clubs of St. Paul; Silver Bow Club of Butte; Kitchi Gammi Club of Duluth; Oregon State Medical Society.