

IN THE LIMELIGHT.

To be called at twenty-four hours notice to take charge of the financing, building and operating of a trans-continental railway presupposes executive ability, a lengthy railroad experience and many other qualities which go to make up a successful man of affairs. In the case of the subject of this sketch, the "call" came by the merest chance, simply the desire on the part of a man to drop in for a friendly handshake with an old friend.

Away back some three or four years ago, Mr. Frank W. Morse, who was Vice-President and General Manager of the Grand Trunk Pacific, suddenly threw up his position and left for Europe. The Grand Trunk Pacific was then in course of construction and was at what was probably the most critical period in its existence. It was imperative that a strong and competent man should be secured to take Morse's place and to carry on the work of building with the least possible interruption. The matter was giving Mr. Charles M. Hays, the late President of the Grand Trunk Railway, a good deal of



concern. Good railway men with the requisite experience were not found on every street corner. The position to be filled was peculiarly difficult and required a man of more than ordinary ability. One day several weeks after Morse resigned, Mr. E. J. Chamberlin was passing through Montreal and, having a few hours between trains called at the Grand Trunk Offices to see his old friend, Charles M. Hays. As he stated when sending in his card "he merely wanted to shake hands and say "How do you do?" When the card was handed into Mr. Hays, he surprised his secretary by exclaiming, "The very man I am looking for," and surprised Mr. Chamberlin still more by asking him with the first words of greeting, if he would take charge of the building and management of the Grand Trunk Pacific. At the time, Chamberlin was taking a rest and had no more intention of going back into railroad work than he had of going into Aviation. He had had his full share of railroading in the United States, in Canada and in Mexico. During the years he had been active in the work, he had accumulated a fortune and it was not necessary that he should get down every morning at 9 a.m. nor to punch the clock when he left at 6 p.m. Mr. Hays' sudden offer took his breath away and before he had time to get his

second wind, Hays had convinced him that he was the man to take up the mantle laid down by Morse. Thus it was the result of a purely chance meeting that made Mr. Chamberlin Vice-President and General Manager of the Grand Trunk Pacific. A little over a year ago, when Mr. Hays went down with the Titanic, the Directors of the Grand Trunk and Grand Trunk Pacific selected Mr. Chamberlain to take the position of President of the Grand Trunk and Grand Trunk Pacific.

Mr. Chamberlin is not unknown to the Canadian public. For some nine years he was General Manager of the Canada Atlantic following his construction of that road, for Mr. James R. Booth, of Ottawa. When the Canada Atlantic was purchased by the Grand Trunk, Mr. Chamberlin went to Mexico and took part in railroad building in that turbulent country. Following his return from Mexico, he dropped in to see Mr. Hays and has been in Canada ever since. He was born at Lancaster, New Hampshire and educated at Montpelier Seminary and is therefore another example of the many bright Americans we have imported and pressed into railway service. Mr. Chamberlin began his railway career at St. Albans, Vermont as timekeeper of the Vermont Car Shops. He remained there until 1872 and then entered the Office of the paymaster, subsequently being transferred to the Office of the General Superintendent. In 1877, he became secretary to the General Manager of the road. For two years he was Superintendent of the Ogdensburg and Lake Champlain road and the Central Vermont. In 1896 he became General Manager of the Canada Atlantic, which was owned by Mr. J. R. Booth, the Ottawa Lumber King. At that time, the road was only a short line used for hauling lumber, but the new General Manager extended it through to Depot Harbor and built up an immense grain carrying trade, as well as a fast passenger service between Montreal and Ottawa. At the time, the road was taken over by the Grand Trunk it was carrying seven tenths of the grain shipped by rail to Montreal and was becoming such a serious competitor that the Grand Trunk were forced to acquire it. The President of the Grand Trunk is a quiet, unassuming man, thoroughly grounded in all matters pertaining to railroad construction and operation. He has had experience in every department of railroad work from time clerk to office boy and from bossing navies to presiding at directors' meetings, and also under all kinds of conditions. In another year or so, the Grand Trunk Pacific will be running trains from Moncton to Prince Rupert and E. J. Chamberlin as President of the Grand Trunk and Grand Trunk Pacific will be presiding over some 10,000 miles of road, comprising Canada's second great trans-continental system, a position he was called upon to fill as the result of a desire to pay a friendly call.

RAILROAD DIVIDENDS OUT.

The current year has witnessed the reduction or passing of dividends by eight prominent United States railroads, with a loss to their stockholders of almost \$9,400,000 per annum—a sum equal to 5 per cent. in almost \$200,000,000 of invested capital. Below is tabulated the railroad dividend cuts of the year thus far:—

	Old rate.	Pres. rate.	Act. div. reduction.
	¢	¢	\$
Bangor and Aroostook	4	2	64,000
Boston and Maine	4	..	189,000
Do. pfd.	6	..	189,000
Ches. and Ohio	5	4	628,000
C.C.C. St. L. pfd.	5	..	500,000
Illinois Central	7	5	2,185,700
New Haven	8	6	3,600,000
Frisco, 1st pfd.	4	..	200,000
West Md., pfd.	4	..	400,000
Total			9,346,700