

Appointment of President Grand Trunk Ry. and Grand Trunk Pacific Ry.

A. W. Smithers, chairman of the Board, G.T.R., arrived in New York, May 17, on the s.s. Mauretania, from England, and was met by W. Wainwright, Vice President, who has had chief charge of the company's affairs since C. M. Hays' death, and by D. E. Galloway, assistant to the president. After spending a day or two in New York, Mr. Smithers proceeded to Montreal and visited Ottawa, and on May 24 announced that E. J. Chamberlin, Vice President and General Manager G.T.P.R., had been appointed President of both the G.T.R. and G.T.P.R., to succeed Mr. Hays, and had also been elected a member of the G.T.R. board. At the same time it was announced that W. Wainwright, heretofore Second Vice President G.T.P.R., had been appointed First Vice President, and M. M. Reynolds, heretofore Third Vice President, had been appointed Second Vice President, and also a director.

Mr. Smithers also gave out the following statement:—"In making the announcement with regard to the late Mr. Hays' successor, the chairman wishes to take the opportunity of congratulating the Vice President, W. Wainwright, on the completion of his 50 years' connection with the company, during which time he has continuously rendered important and faithful service, and the chairman desires to especially recognize the readiness with which, at his request, Mr. Wainwright handled the company's affairs in the circumstances arising from the lamented death of Mr. Hays. The chairman is pleased to announce that the board has made certain arrangements with Mr. Wainwright in recognition of his valuable services which Mr. Wainwright informs the chairman have given him great pleasure and gratification."

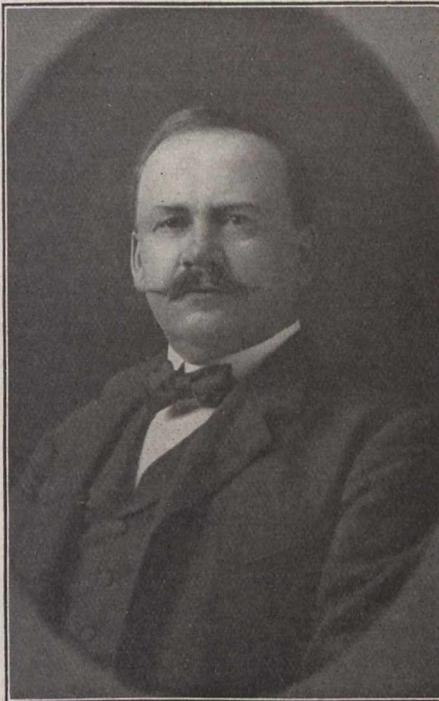
E. J. Chamberlin was born in 1852 at Lancaster, N.H., and entered railway service in 1871, since when he has been consecutively, to 1872, timekeeper in car shops, Central Vermont Rd.; 1872 to 1875, clerk in Paymaster and Superintendent of Transportation's office, same road; 1875 to 1876, corresponding secretary to General Superintendent, same road; 1877 to 1884, private secretary to General Manager, same road, St. Albans, Vt.; Apr., 1884, to Sept., 1886, Superintendent, Ogdensburg and Lake Champlain Rd., and Central Vermont Line steamships running between Chicago and Ogdensburg; Sept. 1, 1886, to Oct., 1905, General Manager, Canada Atlantic Ry. After the absorption of the C.A.R. by the G.T.R. he was connected with lumber, contracting and mining interests for some years, and on Jan. 25, 1909, was appointed Vice President and General Manager, Grand Trunk Pacific Ry., on the resignation of F. W. Morse.

The events of the past few weeks have shown the utter unreliability of much of the so called "news" published in the daily papers. On May 3 evening papers published a Canadian Press dispatch from London, Eng., stating that Sir Thos. Tait had that day been chosen to succeed the late C. M. Hays. Sir Thos. Tait was at the time in New Brunswick, in connection with the construction of the Fredericton and Grand Lake Ry., of which he is president, and on returning to Montreal stated that he knew nothing whatever about the matter. It would appear that there was no foundation for the dispatch quoted, and that it was probably manufactured.

On May 15 the Toronto Globe announced, under flaring head lines, that Hon. G. P. Graham, M.P., ex-Minister of Railways and Canals, had been offered the position, and added:—"Mr.

Smithers is now on his way to Canada to consult with Mr. Graham as to the vacancy."

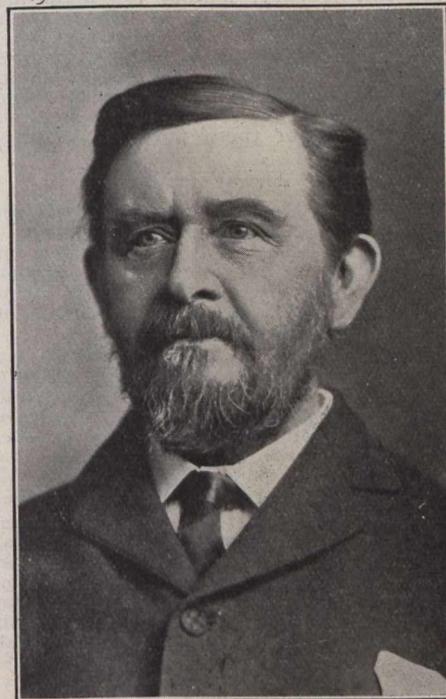
Mr. Graham, who was in Ottawa that day, is reported to have stated to a press



E. J. Chamberlin,
President, Grand Trunk Railway and Grand
Trunk Pacific Railway.

representative that there was no truth in the report, and that the presidency had not been offered to him.

On arrival at New York Mr. Smithers is reported as saying:—"The use of cer-



W. Wainwright,
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First Vice President, Grand Trunk
Pacific Railway.

tain names in connection with the presidency was absolutely unauthorized. By unauthorized I mean not only that no officer of the G.T.R. has given out any

statement tending to show that any person was likely to get the appointment, but I mean that even the facts did not authorize any announcement."

Such positive announcements in the daily papers as those above quoted, following so closely after the sheaf of bogus news and alleged dispatches published at the time of the Titanic disaster, naturally cause a feeling of distrust of any "news" published, and the publishers of reputable papers should take steps to prevent a repetition of such frauds on the public. The announcement that Sir Thos. Tait had been appointed was not given even as a report, or rumor, but on the authority of a Canadian Press dispatch. If the management of that association does not deal with the member of its staff who sent the bogus news, the daily paper publishers should take the matter up.

The announcement that Mr. Graham had been offered the position was made positively by the Toronto Globe on its own authority, and was followed by a lengthy eulogy of him. It would appear to have been a pure invention, and as apparently it was not subsequently corrected in any way, except by a press dispatch from Montreal saying that G.T.R. officials there did not credit it, the Globe must assume full responsibility for it. What was the object of publishing such a statement? Was it simply to create a sensation for the day, or was it a deliberate attempt to boom Mr. Graham for the position? The incident tends to throw a doubt on newspaper statements generally, and to justify the inference that some of them are edited without any regard for the truth of the matter they publish.

Operation of U.S. Trains in Manitoba by U.S. Crews.

Under an agreement between the Canadian Northern Ry. and the Midland Ry. of Manitoba, the latter a subsidiary of the Great Northern Ry. (U.S.A.), the Great Northern and the Northern Pacific Rys. started on May 1 operating their trains from the international boundary to Fort Garry union station, Winnipeg, with United States crews, having their headquarters at Crookston, Minn. Previously the trains had been brought in by C.N.R. crews. The alteration led to difficulties, the C.N.R. men protesting at being removed to other runs, and against the operation of trains in Canada by U.S. crews. The Department of Labor was advised and steps taken to appoint a conciliation board. It was reported May 12 that an arrangement had been reached between the two companies, but the C.N.R. men demanded to be reinstated in their old positions. On May 15, the Board of Railway Commissioners issued an order preventing the C.N. Ry. and the Midland Ry. of Manitoba, under a penalty of \$100 a day, carrying out any of the provisions between them after May 20, unless and until it received the sanction of the Governor-in-Council on the Board's recommendation. Sir W. Mackenzie, President C.N.R., arrived in Winnipeg, May 15, and discussed the matter with the various interests. As a result the situation as it existed prior to May 1 was restored, and the G.N. Ry. and N.P. Ry. trains between the boundary and Winnipeg are being operated by Canadian crews, though it is said the latter have become employees of the Midland Ry. of Manitoba.

The question of the future operation of the trains into Winnipeg will be discussed later on by the officials of the different lines, and will also come up again before the Board of Railway Commissioners.