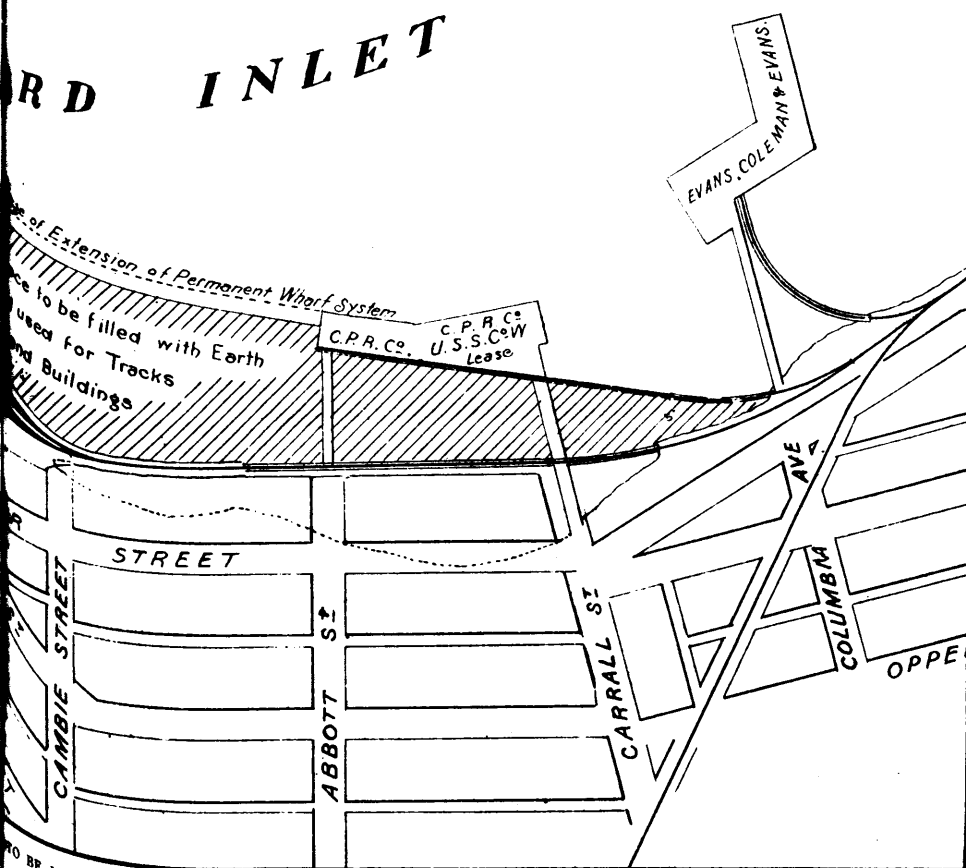




Central Vermont Reorganization.

At a meeting of directors April 21 the following directors were elected: C. M. Hays, Montreal; J. Bell, Belleville, Ont.; E. H. Fitzhugh, Toronto; E. C. Smith, St. Albans; David D. Rantlett, St. Albans; J. W. Stewart, Aldace; F. Walker, Rutland; W. S. Webb, Shelburne; J. C. McCullough, Bennington; E. H. Baker, Boston; S. F. Kilmer, New York; C. M. Wilds & H. B. Day, Boston. The directors elected these officers: Chairman Executive Committee, C. M. Hays; President, E. C. Smith; Vice-President & General Manager, E. H. Fitzhugh; Clerk & Treasurer, R. H. Ingram; Auditor, M. M. Reynolds. Subsequently G. B. Reeve, General Traffic Manager of the G. T. R., was also appointed General Traffic Manager of the C. V. in charge of through traffic with headquarters at Montreal, & J. Pullen, heretofore Division Freight Agent of the G. T. R. at Hamilton, Ont., was appointed General Freight Agent at St. Albans.

E. H. Fitzhugh was born in Danville, Mo., in 1853, & entered the car department of the St. Louis, Kansas City & Northern at St. Louis in 1872. He rose gradually until 1879, when he held the position of Chief Clerk in the office of the General Superintendent. In that year the road was absorbed by the Wabash, & Mr. Fitzhugh entered the employ of the latter. In 1889 he was made Master of Transportation of the western division of the road, with headquarters at Moberly, Mo. In December, 1895, he came to Canada with Mr. Hays, & for about 6 months acted as his Secretary in Montreal. On the reorganization of the divisions of the G. T. R. in July, 1896, Mr. Fitzhugh was appointed Superintendent of the Middle Division, with headquarters in Toronto.

In an interview on the day of the meeting above referred to Mr. Hays said: "The reorganization of the C. V. property has been

unique in character, in that the relations between all interests have been adjusted satisfactorily & the property has been put on a sound financial basis without an assessment made on any class of security holders—the only instance of the kind known in modern railway organizations. We think the C. V. never had such a board of directors as that which met to-day, as regards men of experience in railway affairs & men of high standing & character. There was Gen. J. G. McCullough, formerly Chairman of the board of the Erie, & now President of one of its most important lines. There was Col. Walker, Chairman of the board of the Atchison, Topeka & Santa Fe & one of the leading railroad men of the U. S. There was Mr. Day, of R. L. Day & Co., one of the largest & most prominent banking firms of Boston. We had Mr. Baker, who is with the well known Boston firm of Lee, Higginson & Co., & who is a member of the executive committee. We had Dr. Seward Webb, who is now the chief railway man of Vermont, & various other men of high standing in railway circles.

"The G. T. interest is represented by Mr. Bell, our General Solicitor, who has been with the Co. for 40 years, & by Mr. Fitzhugh, who has been elected Vice-President & General Manager of the C. V. Mr. Fitzhugh is a native of Missouri, & the greater part of his railway experience was gained on the Wabash in different capacities, particularly in the transportation & operating departments. He has been with me in charge of the middle division of the G. T. during the past 2 years, his jurisdiction covering some 1,200 miles of railway. The new Clerk & Treasurer was formerly Assistant Comptroller of the Louisville & Nashville, & at one time he was Assistant to the General Manager of that road.

"As to the financial condition of the C. V. road, the new corporation will take possession of the road without a dollar of indebtedness & with money in the treasury. During the receivership the earnings have been expended in betterments & improvements to the property. With the new rails bought by the receivers this spring we will have all the main lines laid with the heavy rail & all the important bridges have been rebuilt & brought up to the present standard; so that we consider the securities of the Co. a first class investment & we hope to make them rank in value with those of any other Vermont railroad property."

"The policy of the management will be to operate the property as a strict business proposition. We shall expect to give the public good, prompt & efficient service, & keep fully abreast of the times in everything that goes to make the property a first class road in the estimation of the public. Our idea in making the directorate so largely Vermont in its character is to correct any impression that might exist that the road was to be managed by what has been called an 'alien' corporation. The question of the future operation of the property must be dealt with as the situation develops. No radical change will be made in the existing order of affairs so far as pertains to the operation of the road. The relations of the G. T. with the Santa Fe have been of the most friendly character, & the election of Col. Walker to the directorate of the Central Vermont will not tend to impair those relations. With a car from Boston running over the C. V. & the G. T. to Chicago it is possible for the passenger to step from one car to another at the latter point & go over the Santa Fe road to San Francisco with but one change of cars."

At one minute after midnight of May 28 possession of the railway & property of the C. V. R. R. Co., branches & leased lines was transferred by receivers C. M. Hays & E. C. Smith to the C. V. Ry. Co., in accordance with a decree of the U. S. Circuit Court. Mr. Fitzhugh at once took charge, & since then the

with the Shore Line in the field & paralleling them, they will not be able to dictate to either shippers or the roads dependent upon them for privileges. It will let the G. T. R., & possibly the C. P. R., into Toledo, & it is said to be well understood that the road will be used also by the Hocking Valley, the Ohio Central, the Wabash & perhaps the Cincinnati, Hamilton & Dayton & the Pennsylvania.

A despatch from Toledo recently stated that in closing a deal for terminal site the Shore Line people had stated that the G. T. R. & the C. P. R. were interested in the line. We are informed that the G. T. R. has no financial interest in the project. In the event of the line being built the G. T. R.'s relations with it will probably be as friendly as they now are with the existing lines between Toledo & Detroit.

Vancouver, Victoria & Eastern.—W. Mackenzie is reported to have stated in Ottawa recently that Mackenzie, Mann & Co. will proceed against the B. C. Government to recover damages for the cancellation of the contracts respecting the construction of this & other projected lines.

Winnipeg & Hudson's Bay.—During 1898 the Province of Manitoba paid \$12,821.72 to the holders for interest on bonds of the Province issued in 1886 in aid of the Winnipeg & Hudson's Bay Ry. & Steamship Co., which makes the indebtedness of this Co. to the Province \$255,986.66 for the principal, & \$153,781.26 for interest, or a total, exclusive of compound interest, of \$409,767.92. Nothing has been paid by this Co. on account of principal or interest since these bonds were issued. An arrangement has now been entered into between the Government of Manitoba & the Winnipeg & Great Northern Ry. Co., whereby the Province has received from the said Co. 256,000 acres of the land grant within the Province in full settlement of the claims of the Province in respect of the said bonds & interest in aid of the Winnipeg & Hudson's Bay Ry. & Steamship Co.