

The Vanderbilt Changes.

On Mar. 30 the following statement was sent out from the head offices of the New York Central: To carry out the policy of a greater unity of administration in the Vanderbilt system the following adjustment of the management will be made after the annual election of the New York Central & Hudson River Ry. Co. on April 20. Chauncey M. Depew will retire from the presidency of that Co., & becomes Chairman of the boards of directors of the New York Central & Hudson River, Lake Shore, New York, Chicago & St. Louis & Michigan Central Rys.

S. R. Callaway will succeed Mr. Depew as President of the New York Central Co. Mr. Ledyard will remain President of the Michigan Central. The Presidents of the Lake Shore & of the New York, Chicago, & St. Louis have not yet been chosen. Cornelius Vanderbilt, in retiring from the Chairmanship of the New York Central & Hudson River Co. & of the Michigan Central Co., & W. K. Vanderbilt in retiring from the Chairmanship of the Lake Shore & of the New York, Chicago & St. Louis Co.'s, will remain in the directories & continue their interest in the property with which their name has been so long identified, & in which they have such large investments.

The new President of the New York Central R. R. is a Canadian by birth, & well-known in the Dominion, having held positions in Hamilton, London & Montreal. He was born on Dec. 24, 1850, & at the age of 13 entered Mr. Hickson's office in Montreal, as office boy, at a salary of \$100 per year. Mr. Hickson, now Sir Joseph, was, in 1863, Chief Accountant of the Grand Trunk. In 1865 Mr. Callaway went as Secretary to Mr. G. Cheney, Manager of the Canadian Express Company, & left there in 1869 to enter the service of the Great Western Ry. under W. Wallace, Superintendent at London, & subsequently Private Secretary to W. K. Muir at Hamilton.

Mr. Callaway retired from the Great Western to enter the service of the Detroit & Milwaukee, of which road he was Superintendent from 1875 to 1878. Upon the absorption of the D. & M. by the Great Western Mr. Callaway was appointed General Superintendent of the Detroit & Bay City Ry., & in 1880 General Manager of the Chicago & Grand Trunk & President of the Western Indiana Railways. In 1884 he accepted the position of Vice-President & General Manager of the Union Pacific Ry. & the allied lines of nearly 6,000 miles. In 1887 he was elected President of the Toledo, St. Louis & Kansas City Ry., & left that road to accept the Presidency of the Lake Shore & Michigan Southern Ry., the position he now holds. It is said Sir Charles Rivers-Wilson offered Mr. Callaway the General Managership of the Grand Trunk in 1895.

Mr. Callaway is a protégé of Sir Jos. Hickson, & in speaking of his life, Mr. Callaway once wrote a friend: "One of the most interesting features of my career has been the friendship & confidence of Sir Jos. Hickson. In 1863 I was office boy at \$100 a year. Mr. Hickson predicted a successful career for me, & promised to keep an eye on me. This promise was more than fulfilled 17 years later, when Sir Joseph offered me, then a young man of 27 years of age, the general management of the Chicago & Grand Trunk Ry., of which road he was President."

The Canadian Pacific's President.

Railway Age, Chicago:—"Railway men in the U. S. are not feeling extraordinarily well-disposed towards the Canadian Pacific just now, & we therefore take pleasure in presenting herewith an admirable likeness of Sir William Van Horne, in order that our readers may stick pins into him to their hearts' content. It will not hurt Sir William, for he is not eas-

ily perturbed, & must, moreover, be feeling somewhat well satisfied at present, with an increase in net income for 1897 of a little over \$2,000,000, as compared with 1896, & the dividend on common stock increased from 2 to 4%."

After giving some biographical facts, the *Railway Age* continues:—"It is a remarkable career—from operator & agent at small country stations in the Western States to the presidency of the Canadian Pacific & a knighthood, & Sir William is a remarkable man in other ways than as a railway manager. Had he chosen to make painting his profession he would undoubtedly have been among the great artists of this generation, for, even as it is, the work with the brush that he loves to do in the intervals of his serious labor shows extraordinary power & artistic sense. He is a lover of all things beautiful & has in his home in Montreal one of the three or four really great private collections of Japanese ceramics in the world. Stories of his ability as a mind-reader are numerous & (what is more unusual) true. Whatever the strange faculty may be that enables one mind to read what is passing in another, Sir William possesses it in a high degree, & if at any time he had cared to exploit his capacity for public uses he could undoubtedly do any of the things that made Bishop or other professional readers famous. In public affairs in the Dominion it is not necessary to say that he is a power. From time to time rumors are circulated to the effect that he is about to retire from the presidency of the Canadian Pacific. He himself makes no secret of the fact that he looks forward to the time when in his opinion his work will have been so rounded out that he can with satisfaction & confidence resign it to other hands, & himself find some of that leisure that he could use so well. He is a man of too many sides & too broad sympathies to be content always with the routine of any daily work, however large, & at the same time too earnest & too capable a worker to be willing to leave any work half done."

American Railway Management.

Under this title John Wiley & Sons, New York, have issued, in a handy volume of 368 pages, a collection of addresses delivered at the semi-annual meetings of the American Railway Association from 1890 to 1896, & of other occasional addresses by H. S. Haines, formerly Vice-President & General Manager of the Plant System. They relate to matters connected with the management of railways in the U. S., & have value, either as indicating opinions prevalent at the time that they were prepared, or as bearing upon the development of the American railway system from its inception to the present time. Though, for the most part, produced upon the spur of the moment, as opportunities offered during a busy life, some of them contain information gathered from various sources which cannot be so readily obtained elsewhere. The discussion of the Inter-State Commerce Commission Reports to 1894, contained in the address on "Rates of Transportation & Cost of Service on American Railroads," delivered in April, 1895, has been extended to include the later reports in the concluding article recently written for the purpose, entitled "Value of Railroad Property in the United States, as shown by the Report of 1896 of the Inter-State Commerce Commission."

The table of contents includes such subjects as Field of usefulness of the Association; Discipline on railroads; Committee work of the Association; Train rules, Car mileage, Safety appliances; Cost of transportation; Safety appliances; Car couplers; Standard code of train rules; Block system; Co-operation in the consideration of questions of railroad management; Labor organizations; Operat-

ing expenses of a railroad; Rates of transportation & cost of service on American railroads; Railroad organization; Review of the work of the Association for ten years; International railway congress; Introduction of American methods on foreign railways, &c., &c.

Sir Wm. Van Horne in Washington.

When Sir Wm. Van Horne was in Washington last month, he said, in answer to Senator Elkins' attack on the C.P.R. in the U. S. Senate:—"A great deal of what the Senator stated hardly agrees with the facts. He charges the Canadian Pacific with taking \$50,000,000 annually from the revenues of United States railways. As our gross earnings are only \$24,000,000, it would take a smart accountant to figure how we get the other \$26,000,000. His remarks about our subsidies are equally inaccurate. His charge that the line is Great Britain's mainstay for military purposes is somewhat comical, seeing that if there should be any trouble its proximity to the U.S. frontier would make it easy of destruction. But, of course, there will never be any trouble between England & the United States. A war between these nations would be a disgrace to civilization."

"Of late there has been a good deal of rate-cutting, & the C.P.R. has been assailed for its attitude in the war that has developed between it & some of the U.S. trans-continental lines. The rivalry for business growing out of the gold discoveries on the Yukon is at the bottom of the matter. Some of the Western lines make the claim that the C.P. was not entitled to any differential involving this Alaskan traffic; a traffic which was not of importance at the time of our agreement with the U.S. roads. But without waiting to see what we would do these lines began to cut rates secretly. Of this we have abundant evidence, in the shape of tickets bought at prices which the companies would not redeem. This left the C.P.R. no other alternative than to cut rates, but, as it ever does, by publication of an open tariff which is filed with the Interstate Commerce Commission. Every time secret cuts are made this is our recourse. This is all there is of the rate war between us and the U.S. companies, & our position is purely one of self-defence."

Loyal to Canadian Interests.

The Victoria, B.C., Times says: "The C.P.R. Co. has shown wonderful, yet characteristic, energy in dealing with the Klondike question; it has fairly flooded the United Kingdom with literature in the highest degree beneficial to the interest of Canada, yet indulging in no abuse or misrepresentation of the United States. The case for Canada has been put in such a manner that thousands who would have gone to Seattle, Tacoma, Portland & other U.S. points west come to Victoria, Vancouver & other B.C. cities. The C.P.R. can take passengers to Seattle quite as cheaply as it can land them in Victoria or Vancouver, but it is to the Co's credit that all its efforts have been to divert the travel to Canada. We do not expect railway companies to be influenced entirely by patriotism, but the C.P.R. has certainly in this matter done all within its power to give Canada the benefit of its influence without going out of the way to hurt rival lines by false statements. The Alaska Commercial Co. with all its experience in the Yukon & thorough knowledge of the rules and regulations governing the import of goods to the Klondike, purchasing its stores in Victoria, is significant testimony to the fact that the Canadian campaign has been conducted on the proper lines & that it will be completely successful."