

MESSENGER TO PRESIDENT

James M. Barr the New Head of the Seaboard Air Line.

His Rise in Railroad Work—John S. Williams Declines Re-election Because of His Banking Interests.

Several changes were made yesterday in the personnel of the officials of the Seaboard Air Line at a meeting of the Board of Directors of the company. John Skelton Williams, heretofore President of the system, was elected Chairman of the Board of Directors of the road, a position especially created for him by an amendment of the by-laws.

Mr. Williams was succeeded as President by James M. Barr, heretofore Vice President of the system. Mr. Williams, it is understood, found that his varied banking interests demanded more time than he could spare while holding the office of President. Mr. Barr is supposed to be the choice of the new interests that recently came into the company.

Mr. Barr is a native of Ohio, where he was born in 1855. He entered railway service in 1871 as a messenger boy in the office of the Superintendent of one of the divisions of the Pennsylvania Railroad. After that he became stenographer and then clerk in the Vice President's office of the Chicago, Burlington and Quincy. In 1888 he became Superintendent of the Chicago, Burlington and Northern. From that office he went to the Union Pacific, and in 1890 he joined the Chicago, Milwaukee and St. Paul. From 1894 until 1896 he was with the Great Northern, which he left as General Superintendent to become Vice President and General Manager of the Norfolk and Western. In 1899 he became Third Vice President of the Atchison, Topeka and Santa Fé, which position he occupied until he went to the Seaboard Air Line.

N. S. Meldrim was re-elected Vice President and Treasurer, D. C. Porteous Secretary, and T. W. Roby Controller. The recently chosen Executive Board was re-elected, representing the new interests, who have taken hold of the finances of the company.

J. William Middendorf was nominated for Second Vice President, but declined re-election. This office was not filled.

The board yesterday adopted resolutions in part as follows:

Mr. John Skelton Williams, having this day declined a re-election to the Presidency of the Seaboard Air Line Railway Company, preferring, for personal reasons, to assume the position of Chairman of the board, the Directors cannot let this occasion pass without expressing their appreciation of the great services which he has rendered during his occupation of his high office.

Out of a number of disjointed and comparatively unprofitable railroads, his genius and energy evolved, in a wonderfully brief period of time, a new and consolidated system of roads under one management, extending to all the Atlantic ports south of Washington, and to the Gulf of Mexico in the South, and to Birmingham and Montgomery on the southwest. Under his able management this system of railroads has been built up, improved, and extended, until it has become a successful and formidable competitor with the older north and south lines. Under his administration, the earnings of the system have increased from \$8,000,000 to more than \$13,000,000.

Harriman in Chicago and Alton.

Regarding the proposed pool of Chicago and Alton preferred stock it was learned yesterday that the purchaser in petto is E. H. Harriman, acting on behalf of another road. It is understood that he does not desire to take over less than a controlling interest in the road. The preferred stock, with a few thousand shares of common stock, would constitute control. Such a combination would practically result in making other holdings of common stock a minority interest. It is understood that Mr. Harriman has an option on the Kuhn-Loeb holdings extending to some time in July.