

RAILWAY MANAGEMENT.

ALEXANDER MITCHELL'S PLACE.

NO PRESIDENT YET FOR THE CHICAGO,
MILWAUKEE AND ST. PAUL ROAD.

MILWAUKEE, June 5.—Despite the efforts of the Milwaukee Merchants' Association to have John Plankinton chosen President of the Chicago, Milwaukee and St. Paul Railway, and to secure for John Mitchell the place made vacant in the directory by the death of Alexander Mitchell, neither of these things came to pass at the annual meeting held here to-day. Two new Eastern Directors were chosen—George C. Magoun, of Kidder, Peabody & Co., New-York, and A. Van Santvoord, also of New-York, who is heavily interested in a fleet of ocean steamers. With regard to the vacant Presidency no action was taken. This is understood to mean that Major Bond, acting President, who was re-elected Vice-President, is to exercise the powers formerly held by Mr. Mitchell, the ultimate object being to shear the Presidency of much of its present active management and vest it in the Chairman of the Board of Directors, who will reside in New-York. It is understood that among the names considered for President are those of C. C. Wheeler, of Chicago, who is associated with the Northwestern system, and Roswell Miller, present General Manager of the road. It is not believed, however, that a choice will be made for several months at least.

As now constituted 9 of the 13 Directors are Eastern men, as follows: Frank T. Bond, George C. Magoun, Peter Geddes, Hugh T. Diokey, James Stillman, William Rockefeller, James T. Woodward, Joseph Milbank, A. Van Santvoord, all of New York; Selah Chamberlain, Cleveland; Philip Armour, Chicago; John Plankinton, Milwaukee; J. C. Easton, La Crosse. The Eastern men held enough proxies to carry everything at the meeting as they desired. The Directory reported that it had been decided to issue 100,000 additional shares of stock, with a face value of \$10,000,000, 30,000 of the shares to be used in buying the Chicago, Evanston and Lake Superior Railway, and the remainder to be used in extensions. Among the extensions planned are several to the Northern Wisconsin mining region and from the Missouri River westwardly.

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