

# DIRECT A BIG RAILROAD

## Canadian Pacific's President and His Assistant in This City.

### BUSINESS OUTLOOK BETTER, THEY SAY

#### Sir William Van Horne and T. G. Shaughnessy Talk of Affairs Across the Border and Their Company's Enterprises.

Sir W. C. Van Horne, President, and T. G. Shaughnessy, Assistant President of the Canadian Pacific Railway were at the Hotel Brunswick in this city yesterday. Both have lived in Canada for the past fourteen years. They are American-born citizens, but yielding to the flattering inducements at the period Canadian national sentiment was realized by the construction of a trans-continental highway from the Atlantic to the Pacific, they took up their homes across the border.

Yankee push and energy applied in a country where conservatism holds sway, created a small revolution in the Canadian railway world. The Canadian Pacific now has its own fleets sailing between Vancouver and Australia, China, and Japan.

Sir William Van Horne succeeded so well in his mission that he won favor and recognition in England. The English press put great stress upon the dispatch with which its marines and soldiers could be transferred from home to the East without ever leaving British ships and British soil. In due time W. C. Van Horne—then plain Mr. Van Horne—received recognition at her Majesty's hands, and was knighted. This was truly the climax of a career begun by an American boy as a telegraph operator in the Illinois wilds nearly forty years ago. His successes in early life were quick and rapid. Acquiring a knowledge of railway work, he rose by stages, and when leaving for Canada in 1881, he occupied the position of General Manager of the Chicago, Milwaukee and St. Paul Railway.

Aside from his reputation as a railroad man, it is said that he prefers recognition as a painter and as a botanist. He uses the brush artistically, and possesses one of the best galleries on the Continent. Every leisure moment in recent years has been spent in European art centres. For some time past his health has not been good, and rumor has had it that he contemplates relinquishing his official duties in favor of his trusted lieutenant, Mr. Shaughnessy. He has already secured a competence, and has the reputation of owning one-half the Canadian street railways and blocks of real estate in the leading Canadian cities.

Sir William sailed in company with Lady Van Horne for Nassau yesterday afternoon, on the Ward Liner Santiago.

During a brief conversation with a reporter for THE NEW-YORK TIMES, before leaving his hotel yesterday, Sir William said:

"That report about my retirement from the Presidency has already been denied.

"Business is good in Canada, and our traffic continues to increase accordingly. The tide has turned.

"No, I have never heard of any desire in the Dominion in favor of political union with the United States."

"Are you still an American citizen?"

"Well, I am, and I am not," replied Sir William, with an amused look.

"You see, the Canadian laws are very broad. A foreigner has only to take an oath that he will not be friendly to the Queen's enemies.

"There is no provision for preventing any one returning to allegiance of the country of his birth."

The Assistant President of the Canadian Pacific is also a man of action. He was born in Milwaukee, and got all his early railway training there. Mr. Shaughnessy possesses the characteristic energy of the Westerner, and he, more than any other official, in a way has succeeded in placing the Canadian road on a dividend-paying basis.

"Business," he said, "is very much better than it was four or five months ago. This improvement is due to good crops in the portion of the West reached by our lines and connections. Manitoba and the Northwest alone had approximately nearly 25,000,000 bushels of wheat for export last season."

"Why does the bulk of this Canadian wheat seek the seaboard by way of the Erie Canal?"

"Simply because it is the cheapest route at certain seasons of the year. A greater amount of tonnage can be secured by that route during a limited period than by the St. Lawrence route.

"We do not anticipate heavy immigration this year. South Africa is the centre of attraction just now.

"There is no foundation for the reports that the Canadian Pacific preys upon American business. When many of the American roads have a complaint to make, they put the blame on us.

"We are not seeking an independent entrance to New-York, as has been reported. We have good arrangements over existing lines.

"There is nothing whatever in the report that our road is subsidized by the British Government. We are paid by the Dominion authorities for carrying the mails, but on a basis 50 per cent. lower than the United States Government pays American railways.

"Our Pacific fleet is so superior that it does enjoy a considerable share of passenger business. But this is due to our own steps. The San Francisco lines have done well, and have secured their share of the profits. Our tea tonnage alone probably represents 50 per cent. of the tea consumed in Canada.

"Our road, despite a prevalent impression, does not intend to tender for the fastest Canadian, Atlantic mail service between England and Canada in opposition to the steamers running to New-York. The Dominion Government offers a subsidy of \$750,000 annually.

"No, the Canadian Pacific will not take any part in the impending Dominion elections. We are simply common carriers."

### SNOW SHOVELERS PAID OFF

#### Foremen Snow Shovelers' Protective Association to be Continued.

Contractor Tate yesterday finished paying off the snow shovelers, with the exception of a few, who will be paid to-day. The crowd was much smaller at Stable A, where the payments were made, but nevertheless it required the presence of several policemen to keep the men in order.

A good many of the men complained that they had been paid short, and so they were marshaled together, their accounts were examined, and they received all satisfaction. The foremen were the last to get their wages. About \$1,000 was paid out during the day.

The foremen decided to continue the Foremen Snow Shovelers' Protective and Benevolent Association until after the last snow storm of the season. Each foreman gave his address to Mr. Tate, and will be notified as soon as his services shall be required.

#### Thought Robbing Was a Joke.

John Brautigam, a baker at 768 Eleventh Avenue, was sitting, with his wife and a friend named John Otto of Brooklyn, in a back room of their home on Wednesday evening, when three men entered. Two held the door shut, while the third ransacked the money drawer, and stole \$7. The three men ran out of the store and along Eleventh Avenue. Brautigam and Otto gave chase, and captured one of the men, and held him until an officer arrived. He gave his name as William Kelly, and said he lived at 530 West Forty-fifth Street.

In the Yorkville Court yesterday he said he didn't know the other two men, and when he saw them holding the door he thought they were friends of Brautigam and were joking with him. He was held in \$500 bail for trial.

#### The Policeman Could Use His Fists.

Alexander Barrett, a steam fitter living on East Twenty-second Street, an ex-convict, was committed to the workhouse yesterday in the Yorkville Police Court, on the charge of interfering with Officer Howrey of the East Twenty-second Street Station. Barrett attempted to rescue a drunken prisoner from the officer yesterday. The latter dropped the prisoner and tackled Barrett. He did not use a club, but gave Barrett a fight in true pugilistic style. They fought for ten minutes, with the result that Barrett was completely knocked out. The prisoner got away during the excitement.