

way Company, of Ireland, in its purchasing department.

On November 20, 1890, Mr. County entered the service of the Pennsylvania Railroad Company as clerk in the secretary's department; in June, 1898, he was appointed chief clerk, and on December 1, 1900, assistant to the secretary.

Between June 1, 1906, and May 7, 1912, he served as assistant to Vice-President Rea under the respective titles of assistant to the third vice-president, assistant to the second vice-president and assistant to the first vice-president.

On May 8, 1912, when the practice of designating the vice-presidents numerically was discontinued, Mr. County was appointed assistant to the vice-president.

#### Oswald J. DeRousse.

Oswald J. DeRousse was born February 18, 1867. He entered the service of the Pennsylvania Railroad Company on July 18, 1884 as a telegraph operator in the old general offices on Fourth Street. On June 28, 1885, he was transferred to the service of the New York, Philadelphia & Norfolk Railroad Company, in the

office of A. J. Cassatt, where he remained until March, 1897, when he was elected secretary of that company.

Upon the election of Mr. Cassatt to the presidency of the Pennsylvania, on June 9, 1899, Mr. DeRousse was transferred to Broad Street Station and appointed chief clerk of the office of the president. He has filled this office up to the time of his present appointment.

#### Ivy L. Lee.

Ivy L. Lee was born at Cedartown, Georgia, July 16, 1877. He is a graduate of Princeton University and has taken post graduate work at Harvard and Columbia Universities.

For several years, Mr. Lee served on the Editorial Staff of a number of New York newspapers. From 1905 to 1907 he was the press representative for the anthracite coal operators and other corporations. In 1906-7 he had charge of the publicity for the Pennsylvania Railroad and in 1908 established the Publicity Bureau of the Company. In 1909, he resigned from the service of the Pennsylvania Railroad and became general European manager for Harris, Winthrop & Co., bankers. He returned to the Company on December 1, 1912, and was appointed executive assistant.

## Obituary

#### Roswell Miller.

**R**OSWELL MILLER, who died in New York on January 3d, belonged to the older generation of railroad executives. Mr. Miller was president of the Chicago, Milwaukee & St. Paul from 1888 to 1899, and since 1899 to his death, was chairman of the board of di-



ROSWELL MILLER.

veloped and raised to the first rank among the best managed railroads in the west. Under his guidance the road commanded to an unusual extent the loyalty of its shippers and the traveling public. His ideals of organization were of a high character and were reflected in the discipline and service of the road. Mr. Miller was born in Hartford, Pa., on October 28, 1843. His early railroad experience was on the Cairo & Vincennes, of which he was at one time secretary and later general superintendent. In May, 1882, he was made vice-president and treasurer of the Chicago & Western Indiana. He had valuable early financial training, having worked in the office of J. P. Morgan & Co., in New York. In April, 1883, he was made assistant to the general manager of the Chicago, Milwaukee & St. Paul, and in the following year the general manager's health failed and Mr. Miller was made assistant general manager, with much of the duties and responsibilities of the general manager's office on his shoulders. In April, 1885, the general manager died and Mr. Miller succeeded him. Three years later Alexander Mitchell, president of the St. Paul, died, and Mr. Miller was elected president, retaining for two years the general managership. In 1890 a general manager was appointed who took over a part of Mr. Miller's duties; but the development of the St. Paul and the success of its management were due directly to Mr. Miller up to the time of his ill health in 1899.

The extension of the St. Paul to the Pacific Coast was in contrast to Mr. Miller's consistent policy of development of the existing property without extension during the time he was president. This Pacific Coast extension was financed through the issue of stock, and when it became evident in 1910 that the St. Paul was failing to earn the seven per cent. dividend that was being paid on the increased capitalization, Mr. Miller was one of the directors who first recognized and acquiesced in the necessity for reducing the dividend rate.

rectors. Under his management little or no new territory was developed by the St. Paul, but the property was improved, intensively de-