

of his boyhood after putting aside the arduous cares of railroad management. While living at Thompson, when sixteen years of age, he began work with a shovel as a section hand on the southwestern division of the Chicago, Milwaukee & St. Paul Railroad and while thus employed he took advantage of an offer of the station agent of the privilege of learning telegraphy by studying and practicing nights in the office. A year later, the family having returned to Howard county, he continued his studies in the telegraph office at Lime Springs and in the summer of 1870 secured his first position as an operator. In the summer of 1871 he was made night operator in the train dispatcher's office at Minneapolis and a year later was offered and accepted a position as train dispatcher for the Illinois Central at Waterloo, Iowa, in which position he remained for two years. While there residing he returned to Lime Springs and on the 3d of June, 1874, he was married to Miss Mary Ella Hewett, a daughter of Squire C. C. Hewett, one of the early settlers and prominent citizens of Howard county. Three daughters and seven grandchildren, all living in Chicago, comprise the family.

In 1875 Mr. Brown was made train dispatcher at Wilton Junction, Iowa, for the Chicago, Rock Island & Pacific, and a year and a half later secured employment as train dispatcher on the Chicago, Burlington & Quincy Railroad, with which road he remained for twenty-six years, being promoted from one position to another in the regular line of service until he became general manager of the system east of the Missouri river on the 1st of January, 1896, with offices in Chicago. On the 1st of July, 1901, he was offered and accepted the position of vice president and general manager of the Lake Shore & Michigan Southern Railroad and Lake Erie & Western Railroad, with headquarters in Cleveland, Ohio. On the 1st of March, 1902, he was made vice president of the New York Central & Hudson River Railroad, in addition to the lines west of Buffalo above mentioned, and on the 1st of June, 1906, he was elected senior vice president of all the roads in the system of the New York Central, comprising about twelve thousand miles of important railroad, extending from New York and Boston on the east to Chicago and St. Louis in the west and from Montreal, Canada, and Mackinack City on the north to Louisville, Kentucky, and Cairo, Illinois, in the south. On the 1st of February, 1909, Mr. Brown was elected president of the New York Central System and continued in that position until he tendered his resignation in a letter addressed to the board of directors which gave his reasons for desiring to lay down the heavy burdens of official railway work, as follows: "I have for two years contemplated asking to be relieved of the very exacting duties and responsibilities of the position of chief executive of the New York Central Lines. I have been in railroad service continuously for more than forty-four years, twelve years of this service with the New York Central Lines, five years in charge of the operation and maintenance, of the property, two years as senior vice president and five years as president, and feel that I have earned that freedom from care, hard work and responsibility which can only be secured by retiring from active service. In addition to my desire to be relieved of the burden and responsibility of my position, I am admonished by my failing hearing that I cannot, without serious embarrassment, continue to perform the duties of the position, either in the board room or in frequent important conferences in which I must necessarily participate. For these reasons, I beg to very respectfully tender my resignation as president, effective January 1, 1914. In leaving the service, I desire to express my sincere and grateful appreciation of the cordial cooperation which has always been extended to me by this board, and of the loyal, intelligent and efficient support rendered by all the officers of the company.

Very respectfully yours,

W. C. Brown."

At a meeting of the several boards of directors held in New York on November 18th the resignation was accepted and the following resolutions unanimously adopted.

At meetings of the boards of directors of the Lake Shore & Michigan Southern Railway Company, the New York Central & Hudson River Railroad Company, the