

BUSINESS AND PROFESSIONAL MEN.

FRANK S. GANNON.

FRANK S. GANNON, general superintendent of the Staten Island Rapid Transit railroad, and the New York division of the Baltimore and Ohio railroad, was born September 16th, 1851, at Spring Valley, Rockland county, New York. He entered railway service in 1868, as telegraph operator on the Delaware division of the Erie railroad. In April 1870, he was appointed clerk in the office of the president of the Jersey Midland railroad, now known as the New York, Susquehanna and Western railroad, and served consecutively as president's clerk and train despatcher. In April 1875, he was made train despatcher of the Long Island railway, was promoted to be depot master in 1876 and master of transportation in 1877, which position he held until January 1881, when he was made supervisor of trains on the Pittsburg division of the Baltimore and Ohio railroad. He had held this position but three months when he was appointed general superintendent of the New York and Northern railroad. In August 1886, he resigned his position to take the office of general superintendent of the Staten Island Rapid Transit railroad, which position he now holds, together with that of general superintendent of the New York division of the Baltimore and Ohio railroad, to which he was appointed in March 1890.

Mr. Gannon is also a director of the Staten Island Rapid Transit Railroad Company, a director of the John Good Cordage and Machine Company, president of the Richmond Land Company, president of the Rapid Transit branch of the Co-operative Building Bank of New York, treasurer of the employes' Mutual Benefit Association, member of the Manhattan Club of New York, and chairman of the executive committee of the New York and New Jersey Car Service Association.

Mr. Gannon is a thorough railroad man, a strict disciplinarian, and progressive.



FRANK S. GANNON,
Superintendent S. I. R. T. R. R. Co.

Many improvements have been made in the rules and methods of operating the road since he has been at the helm. Trains have been multiplied, the time shortened, new cars and engines provided, new and handsome stations built, large and commodious ferry-boats built, a new ferry-house in New York, and the foundations laid for a handsome new ferry-house at St. George. The track has been doubled to New Dorp, and arrangements are being made to complete the double track to Tottenville and build several more new stations.

Mr. Gannon has also abolished the old system of giving passes to favored patrons and compelling all others to pay transient fares and has adopted a system of commutation, half fare and family tickets which has proved a great advantage to permanent residents of the Island.

Personally, Mr. Gannon is one of the most genial of men and has the confidence and esteem alike of the public and the large force of employes under his control.

B. KREISCHER & SONS.

THE business of B. Kreischer & Sons was established at Kreischerville in 1852, by Balthasar Kreischer. Mr. Kreischer was born in Germany in 1813, where he learned the business of stone-cutter and sculptor. He came to America soon after the fire of 1835, which destroyed a great portion of New York city. For a while he carried on the trade of master builder, and erected many buildings in the burned district. Soon afterward, having discovered large deposits of fire clay in New Jersey, he began the manufacture of fire-brick at 58 Goerck street, New York; his business increased rapidly, and in about the year 1852 he discovered the extensive clay deposits in the vicinity of the present village of Kreischerville.

With a keen foresight, he bought up large quantities of land including nearly all of the best clay banks in the vicinity, and set to work to build one of the largest fire-brick factories to be found in this country, where the industry was then in its infancy.

Mr. Kreischer then gathered around him men skilled in the manufacture of fire-brick, and was able from the first to turn out an article superior to the best imported bricks. The works have been twice completely destroyed by fire, once in 1867 and again in 1892, and each time they have been rebuilt, more complete than before.