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HAYS' PROMOTION CAUSES NO SURPRISE

Culmination of Remarkable Career—Rivers-Wilson May Receive Pension—Will Be No Change in Directors

LONDON, Eng., Oct. 13.—The announcement yesterday that Sir Charles Rivers-Wilson will retire from the presidency of the Grand Trunk Railway system at the end of the present year to be succeeded by General Manager Charles Melville Hays, caused no unusual comment here, since it was foreseen. This advancement, which will probably bring with it ranking honors, is the natural culmination of a rather remarkable career, and there is no question of Hays' fitness for the important office he has been called to.

No change will be made in the board of directors of the road and it is not likely that there will be any change in policy. The excellent work done by Sir Charles Rivers-Wilson has not been overlooked and he is the recipient today of complimentary messages.

The report issued by the board yesterday, in view of the approaching meeting of shareholders on October 21, reads as follows:

"The president having intimated his intention of resigning his position at the end of the year, the board has taken advantage of this opportunity to make changes which bring the company into line with other Canadian and American railways."

"The report adds: "Mr. Hays' work entitles him to the title of president. Mr. Alfred Smithers, who has been a director for fourteen years, and vice-president for five years, becomes chairman of the board. Considering Sir Charles Rivers-Wilson's great services, a resolution will be submitted to the proprietors for a retiring allowance of £7,5000 per year."

Hays' Career.

Charles Melville Hays has been manager of the Grand Trunk Pacific railroad from October, 1895, succeeding J. L. Sergeant, who proceeded to London to act in an advisory capacity to the board of directors.

Mr. Hays was born at Rock Island, Illinois, in 1856. At the age of 17, he entered the passenger department of the Atlantic & Pacific Railway company at St. Louis, Mo. A year later he was transferred to the auditor's department and subsequently passed into the superintendent's office, where his ability and aptitude were soon manifested. From 1878 to 1884, he was secretary to the general manager of the Missouri Pacific and from 1884 to 1886 secretary to the general manager of the Wabash Western. In 1889 he was appointed to the office of general manager of the reorganized Wabash system and five years later was elected vice-president of that company. It was from this position he retired, previous to accepting the managership of the G. T. Railroad system of Canada.

In religious belief, Mr. Hays is a Presbyterian. He married Clara J., daughter of William Gregg, of St. Louis, Missouri.

The Annual Report.

LONDON, Eng., Oct. 13.—The Grand Trunk's yearly report shows gross receipts for the half year of £2,866,668 against £2,854,787 for the previous half year, working expenses being at the rate of 72.54 per cent. against 72.74 per cent. They totalled £2,079,196 against £2,069,144 for the previous term. The net revenue was £845,864 against £781,905; additional items bringing the net revenue receipts to £862,201. The net revenue charges include the Canada Atlantic deficiency of £41,103.

The Detroit, Grand haven had a deficiency of £25,749, and a total of £682,268, leaving a surplus of £179,932 against £106,494. The total amount available for dividend was £292,159, from which dividends were recommended at 4 per cent. guaranteed and first preference stock, which leaves a balance of £9,983 carried forward. Train mileage decreased 381,354 and there was a net revenue deficiency in Grand Trunk Western of £13,883 against £2,846, but deducting this from the surplus for the half year ending in December, 1908, there remains a surplus for the year, to June 30, of £10,440, which, added to £7,539 carried forward in June, 1908, admits payment of full interest on second mortgage bonds with a balance left of £5,560.

Burlington Would Move Up.

BURLINGTON, Wash., Oct. 13.—Thomas G. Wilson is circulating a petition praying the city council to make this city a city of the third class. It is already signed by 186 out of 300 voters.

Czar's Visit to Italy.

ROME, Oct. 13.—The coming visit of Emperor Nicholas to King Victor Emmanuel has excited the liveliest speculation here, owing to the impenetrable mystery concerning the arrangements. The King has ordered a state banquet at Racconigi for Thursday, which set afloat the rumor that the guest would be Emperor Nicholas. If this proves to be true, the Emperor must have already begun his journey, but so secretly that no one outside of the court knew it. In any event the report that the Emperor will be in Italy by the end of the week is confirmed.

FOR SOVEREIGN BANK

Alaska Central Railway Is Bought by Trustee for Sum of $600,000

TORONTO, Oct. 13.—F. G. Jemmett, trustee for the shareholders of the defunct Sovereign Bank, has bought for the sum of $600,000 the Alaska Central railway, which runs from Seward, on the Alaskan coast, 460 miles north to the Tanana river.

The Sovereign Bank before its failure, bought $2,000,000 of bonds of the road, which afterwards got into difficulties. After the bank failed, the Guggenheim's and J. Pierpont Morgan's firm treid to get control of the road. A receiver was appointed, and the bank held $2,400,000 out of $4,000,000 of the bond issue and let contracts for the completion of the road for 98 miles.

After the bank's failure, it was decided that the best way in which to get back the money sunk in the road was to get control of it, and this is what Mr. Jemmett succeeded in doing last Saturday in Valdez, Alaska. A policy of re-organization will be undertaken at once.

Mr. Hendry Returns

VANCOUVER, Oct. 13.—John Hendry, president of the Canadian Manufacturers' association, returned to Vancouver last night after having attended the annual meeting of the association at Hamilton, Ont. It was at this meeting that Mr. Hendry was elected to the important office of president of the association.

Explosion of Big Boiler.

MANCHESTER, N.H., Oct. 13.—A 200 horsepower boiler, one of the largest in the power plant of the Amoskeag mills, blew up today and the flying bricks and iron and escaping steam more or less seriously injured seven of the mill firemen. Two of the firemen, James Lynns and Edgar Harrington, were taken to a hospital where it was said that they might not survive their injuries. The others after receiving "first aid," were sent to their homes. None of the other boilers were injured and the power for the big mills was not shut off. The damage will go into the thousands.

Reports of Lake Wreck.

DETROIT, Mich., Oct. 13.—A Sault Ste Marie special to the Detroit Journal says: "Efforts to confirm a report of the sinking yesterday morning off White Ash Point of an unknown steamer remain unrewarded. The steamer Wick, down yesterday, reported sighting a sinking vessel during the morning. It was thought then to be the Winnipeg of Buffalo, but it has since developed that the Winnipeg is safe. Another report that the wrecked vessel was the Corrinberry of Cleveland, is seemingly refuted by the lighthouse-keeper at White Ash Point. He reports the Corrinberry lying in Grand Marais since Sunday, only leaving early this morning.

Supreme Court Appeals.

OTTAWA, Oct. 13.—In the supreme court the hearing was continued in the appeal of Brownell vs. Brownell. The action was brought by the respondent against the appellant, her husband, for an account of his dealings with property claimed by her under alleged partnership arrangement between them. The trial judge dismissed the action, and on an appeal the Supreme Court of British Columbia set aside that judgment and ordered a new trial on the grounds that the plaintiff had been prejudiced in her case by an order of the trial judge preventing the admission of certain testimony which she attempted to bring out upon the cross-examination of the defendant. Judgment was reserved. Judgment is also reserved in Angus vs. Heinze.

Columbus Day in New York

NEW YORK, Oct. 13.—Columbus day the last legal holiday to join the fourth of July, Christmas, Thanksgiving and the rest of the holidays on the statute books of New York, New Jersey and several other states, was celebrated here yesterday by a big parade by the Italian societies, the schools, public offices, banks and stock exchanges and many business houses were closed and this evening there was a public meeting at Carnegie hall, where addresses will be made by Mayor McClellan, and other prominent men. This is the first time that the day when Columbus landed at San Salvador has been formally recognized as a holiday in this state, and the city, which still retains the festival spirit of the Hudson-Fulton celebration, made it notable. The countrymen of the Genoese navigator were prominent in the events of the day. The parade was reviewed by the admiral of the Italian fleet which came here for the Hudson-Fulton fete, and Italian sailors and marines were in the line.

South Pole Expedition.

LONDON, Oct. 13.—At a meeting at the Mansion House, presided over by the lord mayor, and attended by a number of other prominent persons today, it was unanimously agreed to support the fund recently proposed for the equipment of the south pole expedition of Captain Robert F. Scott. A subscripion list was opened, which Sir Edgar Speyer headed with a contrubution of $5,000. Captain Scott was present, and after outlining his plans, sorrowfully admitted that British preeminence in northern exploration had passed in favor of America, and said that it remained for England only to turn attention to the Antarctic and plant the Union Jack on the south pole. In concluding, he said: "I do not exaggerate when I say that had not a British subject come forward to undertake this work, we would have found ourselves with a foreign rival in the field, and that before many weeks had passed. I hold that the personality of the man who attempts a polar expedition should be sunk in favor of the work in hand. That has been my guiding principle, and the country need never fear that its dignity will be lowered by this expedition. We may fail, but there will never by any cause to fear that our story will be doubted."

OLIVER'S ADDRESS DISAPPOINTS ASSEMBLY

"Honest John" Roundly Criticises Provincial Administration But Advances No Remedy—Remarks Summarized

John Oliver, M. P. P., the new leader of the Liberal party in British Columbia, the farmer politician who is expected to prove the salvation of the cause he has espowed, was heard by a modest assembly of Liberals at the local headquarters last evening.

"I have been told," said the speaker, "that my only power lies in destructive criticism. Well, there is reason to criticize our opponents." And criticise them he did. Everything that the Conservative government did was wrong; the only panacea for British Columbia was the advent of a Liberal regime. The prosperity of the province was a self-evident fact, but no tittle of it could be traced to the administrative abilities of Premier McBride and his colleagues.

Mr. Oliver veritably juggled with figures. The expenditures in every department of the government were called in question, and given as reasons why the Conservatives should be turned out of power. And then, in strange contradistinction to these arguments, the speaker said: "You can't develop the province without spending money; subsidies must be given in order to attract capital."

Mr. Oliver's Policy

And the policy! What of it? Such few gleams as shone forth from a multiplicity of far-fetched arguments denoted that the Liberals were prepared to extend aid to railways, conditional on the workmen engaged on the construction being paid the wages of white labor in the districts where they were employed. This aid should take the form of half the subsidies given by the Dominion government for the same work. There the railway policy ended. The Liberals would keep the questions of Better Terms and Asiatic Exclusion well in the limelight. Previous to this declaration Mr. Oliver alluded to both questions as mere clap-trap, but this was when they were used by members of the government. In connection with Better Terms, Mr. Oliver said that the best claim that the province had against the Dominion government was for a reduction of the rates charged by the Canadian Pacific Railway.

The land and timber policy of the Liberals, he said, was to develop the resources of British Columbia, but along what constructive lines Mr. Oliver gave practically no indication. He was favorable to the transfer of the powers of levying taxes on municipalities from the provincial government to the municipalities.

Such in brief was the policy propounded by Mr. Oliver, a policy put forward interspersed with scathing attacks on the McBride ministry and laudations of the Dominion government.

The leader of the opposition alluded to statements in the local press (not the Colonist) that Mr. McBride had been quoted as saying that he would enunciate a railway policy when he had come to an arrangement with the Canadian Northern officials. The Canadian Northern, Mr. Oliver said, was a firm which had already lent itself to two bogus contracts with British Columbia.

A Disorganised Party

"It has been said," stated the speaker, "that the Liberals of British Columbia are disorganised. I frankly admit that they are not what they ought to be. Just as long as the Liberals play the game of politics as they are playing it they can expect nothing but defeat."

By a series of chaotic argument, Mr. Oliver attempted to show that the provincial government was responsible for the Songhees Reserve question still remaining unsettled. "This," he said, "was one of the questions which led to the defeat of Mr. Templeman in the recent Dominion election. As the matter stands today it is impossible for the Dominion government to effect a settlement. An order in council has been passed conferring the reversionary rights of the province in forty-three acres of the Songhees Reserve to the city of Victoria. There is no the city of Victoria. There is no tion. The transfer is not worth the paper it is written on."

Throughout his speech, Mr. Oliver never really grew enthusiastic. The new dignity which has fallen on his shoulders seems to have deprived him of the fighting abilities which have characterised his speeches in the legislature. The dominant note of his address was destructive criticism, and even the most optimistic of his followers must have failed to gather any other impression. He lacks the lucidity of expression and analytical argumentative powers of his predecessor, J. A. Macdonald. Referring in his introductory remarks to the leadership of the Liberals in British Columbia being entrusted to his care, he said that the position was entirely unsought. He looked upon it as a temporary one, as he believed that there were much more capable men in the Liberal ranks.

R. B. McMicking presided at the gathering. During the evening resolutions of confidence in the new leader, and an endorsation of his policy as enunciated last night, were carried unanimously. R. L. Drury, one of the speakers, suggested that Mr. Oliver should allow his name to be put forward for the constituency of Victoria in the next provincial election. The proceedings came to a conclusion with the singing of the National Anthem.

Methodist Missions

OTTAWA, Oct. 12.—The board of Dominion Methodist Missions are so far advanced in their business that they will close their session tomorrow night. Today the most important business was the appropriation of $246,000 to domestic missions. The Immigration committee recommended a grant of $1,500. The board this morning adopted the report of the committee on the extension of work in Japan. It was also decided to place a capable executive in charge of work in the prairie provinces in future and to advance funds for use at the discretion of the executive.

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