

C. M. Hays and the Southern Pacific.

On Sept. 28 the rumors about Mr. Hays' resignation of the Presidency of the Southern Pacific Co. were confirmed in the following statement which he gave out: "The change in policy and organization of the company, consequent upon a change in the ownership and control of the Southern Pacific shortly after my taking service with the Co. has made the place, originally attractive to me, so much less so that I, several weeks ago, voluntarily placed my resignation and surrender of my contract with the Co. at the disposal of the executive committee, to take effect on such date and upon such conditions as might be agreeable to them. We have agreed upon Oct. 1 as the date upon which my resignation shall become effective. The announcement as to my successor, etc., will doubtless be made shortly. I have no definite plans as yet, but expect to remain some weeks enjoying the country with my family at Menlo Park, and will probably go east some time early in Dec."

A large number of rumors have been afloat respecting Mr. Hays' future, and the daily papers have appointed him to several positions, the last one being the Presidency of the Erie Rd.

Following Mr. Hays' resignation came those of E. H. Fitzhugh, Assistant to the President, and R. H. Ingram, Executive Secretary, both of whom left the Central Vermont Rd. to enter the S.P. service under Mr. Hays. J. M. Herbert, formerly of the G.T.R., has since resigned the managership of the Pacific division of the S.P., to which he was recently appointed.

E. H. Harriman, Chairman of the Executive of the S.P., has been elected President, succeeding Mr. Hays.

Passenger Traffic Matters.

The Lake Erie and Detroit River Ry. has opened a down-town office in the Masonic Temple, London, Ont.

The Advisory Committee of the Western Immigrant Bureau, at a recent meeting in New York, had a lengthened discussion on the question of through ticketing to Europe, a matter in which the C.P.R. is much interested. R. Kerr, Passenger Traffic Manager

of the C.P.R., was present. Although the matter was thoroughly discussed from all points of view no definite conclusions were reached, the representatives of U.S. lines being divided among themselves on the question. There is no deadlock, neither have the competitive conditions between the U.S. lines and the C.P.R. become more acute, as daily press reports say. The relations between the C.P.R. and the U.S. lines continue good and friendly, and every indication points to their remaining so.

The C.P.R. issued two very handsome publications in connection with the royal visit. The first is entitled "The Royal Visit to Canada," and is printed in two colors on heavy enamelled paper. It contains pictures of the royal train, and the descriptive letterpress of the route across the continent is illustrated by many pictures of the important, interesting or historic scenes. A special edition bound in English calf was sent to the Duke and Duchess of Cornwall and York, and an edition in a stiff paper cover with embossed gold lettering has been printed for general circulation. The second publication, entitled "Across Canada," is a specially printed edition of the annotated time-table. It gives a description of the royal train of a more technical character than is given in the first publication, with plans and particulars of the Co.'s steamers, etc., together with the time-table of the train. It is printed on rough-edged handmade paper, and has the coat of arms of the royal travellers embossed in gold on the cover. Both pamphlets were printed by the Mail Job Printing Co., Toronto, and are the highest class of typographical art that can be produced.

The G.T.R. souvenir of the Royal tour through Canada takes the form of a handsome octavo book finely printed on rough surfaced hand-made paper, and embellished with many engravings of scenes along the line, printed on heavy enamelled paper. Each view is enclosed on a grey toned border in which the rose, thistle and shamrock appear on the top of the page, maple leaves at the sides, and roses at the bottom. The introduction consists of seven pages of a well-written historical review of the growth of Ontario, together with references to its climate, the attractions it offers to sportsmen, and its geological and mineralogical features. The initial

letters and marginal headings are in red, and the pages are also adorned with heraldic lions rampant in grey. The annotated time table of the portions of the G.T.R. system travelled over follows, one page being devoted to this, while the opposite page is left blank for memoranda. The country through which the royal train passed is described in an interesting manner. At the end is a list of the chief officers of the Co. The cover is of stiff grey paper, with a title worked in four colors; the book is stitched with a silk cord tied on the outside, and is enclosed in an envelope to match the cover. Specially bound copies were presented to the Duke and Duchess.

Canadian Society of Civil Engineers.—Owing to the very small number of members who expressed their intention of attending the summer meeting, which it was proposed to hold at Buffalo, N.Y., Sept. 26, 27 and 28, the idea was abandoned.

SHIPPING MATTERS.

Maritime Provinces and Newfoundland.

Some damage was recently done to the Dominion cruiser Minto owing to a fire in the main engine room and the explosion of an oil tank.

The Reid Newfoundland Co.'s str. Fife, which went ashore on the Western Twin island, Newfoundland, Nov. 17, 1900, has become a total wreck.

The Charlottetown Steam Navigation Co. has under consideration the question of putting on a steamer between Prince Edward Island and Sydney, N.S.

The Plant liner La Grande Duchesse has been sold to the Ocean Steamship Co., of Savannah, Ga., and will be put on the route from that port to New York.

The Nova Scotia Steel Co. is erecting a pier at North Sydney, N.S., which it is expected will be completed in the spring. H. Donkin, C.E., is the engineer.

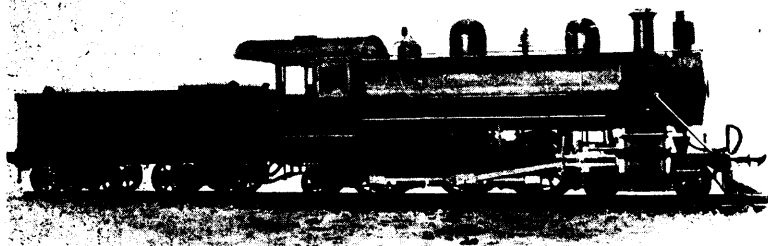
The Dominion Atlantic Ry. Co. is reported to have placed an order with Denny's ship-building yard, Dumbarton, Scotland, for a fast steamer to replace the Prince Rupert on the Digby-St. John, N.B., route, the business

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