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\$1 A YEAR.

The G.T.R.'s. General Manager.

Chas. M. Hays was born at Rock Island, Ill., in 1856, & on Nov. 10, 1873, entered the Passenger Department of the Atlantic & Pacific Ry. at St. Louis, Mo.; from Jan. 2, 1874, to Mar. 9, 1874, he was employed in the auditor's office, & from Mar. 9, 1874, to Jan. 1, 1877, as clerk in the General Superintendent's office of the same road; from Jan. 1, 1877 to April 1, 1884, he was Secretary to the General Manager of the Missouri Pacific Ry.; & from April 1, 1884 to Oct. 1, 1886, Secretary to the General Manager of the Wabash, St. Louis & Pacific Ry.; from Oct. 1, 1886, to July 1, 1887, he was Assistant General Manager of the same road; from July 1, 1887 to July 1, 1889, he was General Manager of the Wabash Western Ry.; on July 1, 1889, he was appointed General Manager of the Wabash Railroad Co. (successor to the Wabash Western & Wabash R'ys.); & in Feb., 1894 was appointed Vice-President & General Manager of the Wabash Railroad. On Dec., 31, 1895, he severed his connection with the Wabash Co. to accept the position of General Manager of the G. T. R. System, under a 5 years' contract, at a salary of \$25,000 a year.

Mr. Hays married Clara J., daughter of Wm. H. Gregg, St. Louis, Mo., & is a Presbyterian. His residence is 320 Drummond St., Montreal.

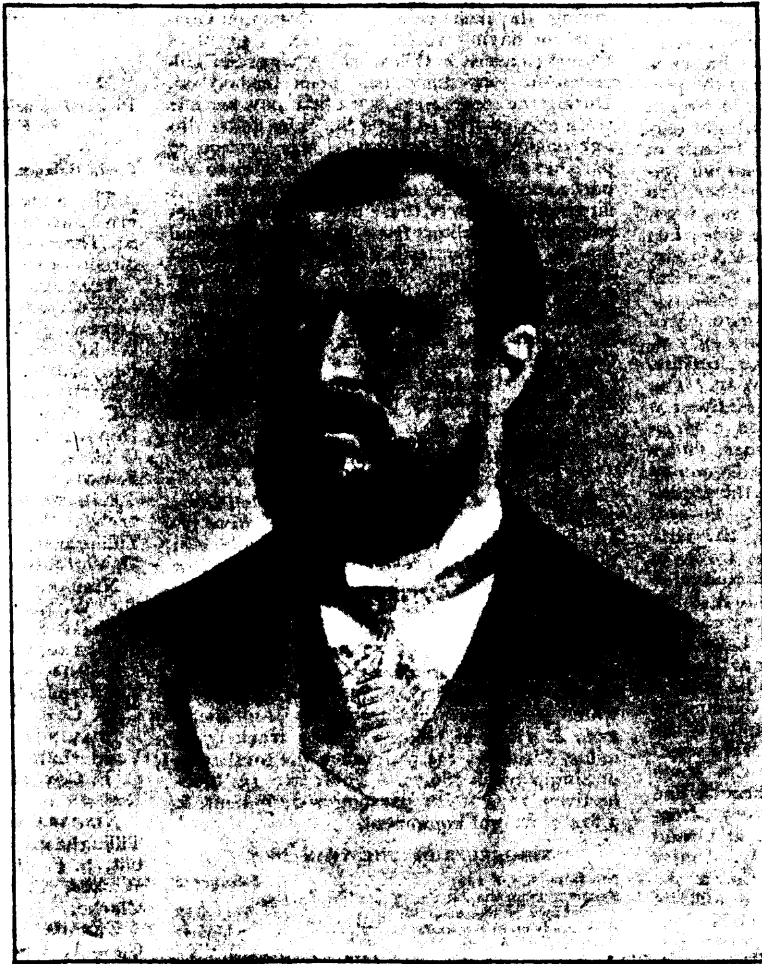
A contemporary, in speaking of Mr. Hays recently, said:—"There is no doubt at all about the fact that he is a great railway manager. He took charge of the G. T. when it was losing money right & left, & has already brought it to a point where revenue & expenditures meet. This is a great feather in the cap of the Manager, for no one had ever succeeded in doing it before.

"One of the great troubles with the G. T. used to be that it was managed from England. The Manager in Canada had to write or cable home whenever there was anything to be done that was at all out of the ordinary, & the consequence was that important moves were delayed so long that opportunities were always being lost.

"When Mr. Hays took charge of the road he stipulated on having autocratic authority to follow out his own ideas in his own way. There was some demur at this, but the power he sought for was finally conceded to him, & the result is seen."

Manitoba's Hudson's Bay Line.

In explaining to the Legislature recently the Government's proposal to aid in the extension of the Dauphin railway to the Great Saskatchewan, Premier Greenway said:—"I do not care what the reports will estimate as the length of navigation in Hudson's Bay, certain facts have been established which cannot be gainsaid. Ever since I was a member of a committee of the House of Com-



CHARLES M. HAYS.

mons in 1876, which received evidence on this matter, in view of the fact that the supplies for this country came in by the Bay for 200 years, I have been convinced that the route was to a great extent practicable; & I believe that we will find that navigation is possible for a considerable period each year. Mr. Hind, who appeared before the committee, showed that the straits were navigable for 4 months in the year.

"The other day I received a photograph which I will be pleased to show members, of

one of the new steamers that have been built to cut through the ice on the great lakes. It is perfectly marvellous to find what these steamers are able to do in this way, cutting through ice three feet thick. With these improvements it is impossible to say the advances that a few years may make.

"Thus we are not going to the Saskatchewan only to develop the country on both sides of the line; & here let me say that the line will pass through a portion of the Carrot River valley, a large, fertile district containing over a million acres of land. This is bound to be rapidly settled up, giving business to the line & extending the trade of Winnipeg & the whole Province. It is to our advantage to open up these lands & get the benefit of the trade, even though they may lie beyond the bounds of our own Province. Now that we are getting the Dominion authorities to treat us a little more reasonably in regard to our lands & what the Province ought to have in this respect, it is to be hoped they will take a reasonable view of this part of the question also & extend the boundaries of our Province to Hudson's Bay.

"No matter what view may be taken of the suitability of this land for grain growing there must be in the north large areas of land suitable for grazing cattle. If these areas do not extend down to the Bay they will extend to within say 200 miles of it, which will leave 400 miles or more from the boundary of the Province to the Bay suitable for raising cattle. These can be shipped out by the direct route from the Bay instead of going by the longer, more southern route. Besides this there are the possibilities for dairy produce. We do not know as yet what those wide areas are capable of, but we know that when the road reaches the Saskatchewan, settlers will go into that country & its capabilities will soon be made known & developed.

W. E. DAVIS, General Passenger & Ticket Agent G.T.R., Montreal, writes:—"I have just had an opportunity of examining the May copy of THE RAILWAY & SHIPPING WORLD, & find much information therein of interest. I enclose subscription for a year. In sending the paper to my address will you kindly have the wrapper marked 'Personal,' as so many papers come to my office that I do not see."