

Comfort, Va., June 17, had been suffering from Bright's Disease for some time, and his condition became somewhat acute early in the spring, and he left for the south about two months ago. He was born at Syracuse, N.Y., in 1859, and was educated there. He entered railway service with the National Railways of Mexico, where he remained for about 11 years, during the latter part of which he was Auditor. In Jan., 1892, he was appointed General Auditor, Central Vermont Ry., and from 1896 to 1899 acted as Auditor for the receivers of that road, and on the termination of the receivership was reappointed Auditor for the company. In 1902 he was appointed Comptroller, National Railways of Mexico. During 1904 he was also appointed Comptroller, Mexican International Ry., and Inter-oceanic Ry. of Mexico. He was appointed Fifth Vice President, G.T.R., in charge of the audit department in 1908; in 1910, Fourth Vice President; in 1911, Third Vice President, in charge of the financial department, and on the abolition of the numerical designations of the Vice Presidents, he was appointed Vice President, G.T.R., in charge of the financial department, and also Vice President and a director of the G.T. Pacific Ry.

HENRY W. GAYS, General Manager, Ottawa and New York Ry., Ottawa, who died there, May 31, after an illness of about four months, was born at Brant, Erie County, N.Y., Mar. 21, 1848. He entered railway service Jan. 1, 1861, since when he was, to Dec. 31, 1862, messenger, Erie Rd., Dunkirk, N.Y.; Jan. 1, 1863, to Mar. 31, 1864, telegraph operator, same road, Dunkirk, N.Y.; Apr. 1, 1864, to Mar. 18, 1867, assistant cashier, Buffalo and Erie Ry., Dunkirk, N.Y.; Oct. 1, 1867, to July 31, 1869, cashier, same road, Dunkirk, N.Y.; Aug. 1, 1869, to June 30, 1874, cashier, Louisville and Cincinnati Mail Line Steamers; July 1, 1874, to May 30, 1877, General Agent, same company; June 1, 1877, to Mar. 31, 1879, General Agent, Cleveland, Columbus, Cincinnati and Indianapolis Ry.; Apr. 1, 1879, to Mar. 30, 1885, Assistant General Freight Agent, same road; Jan. 1, 1881, to Apr. 30, 1885, also General Freight Agent, Indianapolis and St. Louis Ry.; July 1 to Oct. 31, 1885, in charge of traffic, Wiggins Ferry Co. and East St. Louis Connecting Ry.; and operated lines at St. Louis, Mo.; Nov. 1, 1885, to May 30, 1886, Superintendent, same companies; June 1, 1886, to Nov. 30, 1889, Manager, same companies; Dec. 1, 1889, to Aug. 1, 1894, General Manager, St. Louis Merchants Bridge and Terminal Ry.; Aug. 1, 1894, to July, 1896, Traffic Manager, St. Louis, Chicago and St. Paul Ry.; July, 1896, to Feb., 1899, General Manager, same road, and Chicago, Peoria and St. Louis Ry.; Feb., 1899, to Apr. 25, 1900, General Manager, New York and Ottawa Rd.; Nov., 1899, to Apr. 25, 1900, also President, and Apr. 25, 1900, appointed Receiver, same road; Mar. 1, 1899, appointed Manager, Ottawa and New York Ry., and Nov., 1899, also President and Receiver, same road, which positions he retained until the New York and Ottawa Rd., which owned the Ottawa and New York Ry., was sold by order of the U. S. Courts, in 1904, to the New York Central and Hudson River Rd., when he was appointed General Manager.

C. P. R. Contracts for Boarding.—The C. P. R. has entered into a contract, we are officially advised, with the Consolidated Boarding and Supply Co., Montreal, for boarding its employees on second track work on the Lake Superior Division. This was formerly done by the Harris Abattoir Co., Toronto.

Railway Finance, Meetings, Etc.

Pere Marquette Rd.—S. A. Felton, Chicago, Ill., resigned as a member of the Board of Receivers, June 4, and the U. S. District Court, sitting at Detroit, Mich., appointed P. H. King, Grand Rapids, Mich., as his successor.

Quebec and Saguenay Ry.—In connection with a report to the effect that the Government would guarantee Q. & S. R. bonds, the Premier stated in the House of Commons, June 1, that there was no legislation in regard to the company in the Government's sessional programme, and that the Governor in council had no power to guarantee bonds.

Toronto, Hamilton and Buffalo Ry.—The following directors have been elected for the current year,—H. B. Ledyard, D. McNicoll, W. H. Newman, Sir Edmund Osler, D. W. Saunders, W. L. Scott, Sir Thomas Shaughnessy, A. H. Smith, W. P. Torrance and W. K. Vanderbilt, Jr.

Temiscouata Ry.—Net earnings for March, \$6,472, and for nine months ended Mar. 31, \$35,132.

White Pass and Yukon Route.—Gross earnings from Jan. 1 to Apr. 21, \$83,404, against \$124,961 for same period 1913.

Railway Route Maps Approved.

The Minister of Railways and Canals has approved route maps of railways, as follows:—

Toronto Terminals Ry., through Toronto, about 4 miles, May 7.

Canadian Northern Ry., from Grand Marais to Victoria Beach, Man., 14.16 miles, May 7.

Kettle Valley Ry., branch from near Summers Creek, mileage 65.2, via Princeton, to Copper Mountain, 28 miles; and from mileage 60, near Five Mile Creek, to junction with Vancouver, Victoria and Eastern Ry. (G.N.R.), near Princeton, about 13 miles, May 20.

Calgary and Fernie Ry., from Kananaskis Pass to junction with Western Dominion Ry. in Tp. 20, R. 2, w. 5 m., about 48 miles, with running rights over the Western Dominion Ry. from that junction to Calgary, May 20.

Edmonton, Dunvegan and British Columbia Ry., revised location from Tp. 74, R. 18, to Tp. 78, R. 23, w. 5 m., about 45 miles, with the understanding that a branch is to be built to Grouard, Alta., May 20.

Railway Lands Patented.—Letters patent were issued during April, covering Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

	Acre.
Calgary and Edmonton Ry.	1,451.31
Canadian Northern Ry.	770.82
Canadian Pacific Ry.	6.38
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.	4,003.00
Total	6,231.51

U. S. Government Railway in Alaska.—Surveys for the building of a Government railway in Alaska are reported to have been started by a party of engineers in charge of H. Yeyo at Chitina, on the Copper River and Northwestern Rd.

Two lighters, for use of the Department of Railways and Canals, in connection with the work at Port Nelson, on Hudson Bay, were launched by Polson Iron Works, Toronto, May 30. These vessels are 123 ft. long, 21½ ft. wide and 10 ft. deep, and full description has already appeared in Canadian Railway and Marine World. They will proceed to Port Nelson under their own steam, and will carry cargo.

Steam Railways Built Without Dominion Subsidies.

Senator Lougheed replying to questions in the Senate recently, said that during the last 15 years the C. P. R. directly, or through its subsidiary companies, had built 5,033 miles of railway, of which 2,825 had been built in the seven years ended Dec. 31, 1913. These 2,825 miles were built in the several provinces as follows:—Saskatchewan, 1,260; Ontario, 608; Alberta, 478; Manitoba, 154; British Columbia, 125; Quebec, 124; New Brunswick, 80.

The following lines were built by different companies, without any aid from the Dominion Government. The figures give the respective mileages.

BRITISH COLUMBIA:—Bedlington and Nelson, 12.04; British Yukon, 31.2; Crow's Nest-Southern, 74.18; Eastern British Columbia, 16; Kaslo and Slocan 23.37; Morrissey, Fernie and Michel, 5.82; Nelson and Fort Sheppard, 55.42; New Westminster Southern, 23.73; Red Mountain, 9.59; Vancouver, Victoria and Eastern, 236.08; Victoria and Sydney, 16.96; Wellington Colliery Co.'s, 10.75.

QUEBEC:—Carleton and Grenville, 13; Montreal and Atlantic, 163.40; Montreal and Vermont Jct., 23.60; Rutland and Noyan, 3.39; Stanstead, Shefford and Chambly, 43.

MANITOBA:—Brandon, Saskatchewan and Hudson Bay, 69.45; Manitoba and Great Northern, 91.77; Midland of Manitoba, 6.40.

YUKON:—British Yukon, 69.90.

ONTARIO:—London and Port Stanley, 23.66.

NEW BRUNSWICK:—Maine Central, 5.10.

Total, 1,027.83 miles. The form in which the question was put was, "Did any other railway company, (i. e., other than the C. P. R., which built the 5,033 miles since 1899) build any railway without subsidy from the Government?" and the answer was that the lines above mentioned were so built, the inference being that the 5,033 miles of C. P. R. lines built since 1899 were built without subsidy.

New C.P.R. Service, Montreal to Chicago.

—Starting May 31, the C.P.R. increased its service between Montreal and Chicago by the addition of two trains, to be known as the Canadian. The westbound train leaves Montreal daily at 8.45 a.m., reaching Toronto at 5.40 p.m., leaving at 6.10, and reaching Detroit at 11.35 p.m., and Chicago 7.45 on the following morning. The eastbound train leaves Chicago daily at 9.30 a.m., reaching Toronto at 11.20 p.m., and Montreal at 9 the following morning. The equipment will comprise standard passenger cars, dining cars, sleeping cars and compartment observation cars. This service has been arranged in conjunction with the Michigan Central Rd., that company's tunnel and line being used from Windsor, Ont., to Chicago. The ordinary service between Detroit and Chicago, via the Wabash Rd., is being continued.

The C. P. R. Has Secured an interim injunction restraining the Ce Pea R. Oil Co., Calgary, Alta., from printing or publishing its corporate name in such a way as to mislead or to induce the public to believe that the C. P. R. is in any way interested in the Company. In all the advertising matter issued the letters C. P. R. in the company's name are in capitals.

J. A. Falardeau, Agent, G.T.R., Doucets Landing, Que., writes: "Enclosed is \$2 for the current year's subscription. I value very much every issue of Canadian Railway and Marine World, and beg to say that every railway agent should have it, as it keeps a man posted on what is going on in railway business."