

& morality. There are but few of us who have been in the railway service the length of time mentioned, who cannot personally call to mind instances where engineers have been known to take out passenger trains when they were so much under the influence of liquor that they had to be lifted upon their engines, & the fact that a man was a hard drinker did not seem to militate against his getting a position in the railway service if he possessed the ability to run an engine or handle a train, while obscene & profane language was considered a sufficient accomplishment to indicate the railway man of ability. The moral standard has been raised to such an extent that the instances where either drunkenness or profanity exists are exceedingly rare; in fact, I doubt if there is any railway operating a hundred miles or more anywhere in the U. S. that does not contain in its rules the statement that intoxication or the use of intoxicating liquors will be sufficient cause for dismissal, & persons employed in any capacity who frequent gambling houses or places where liquor is sold, will not be retained in the service. The chief influences which have contributed to this marked improvement are, to my mind, the constantly decreasing railway rates & consequent necessity for the most economical operation, to be obtained only by securing for the service men whose good habits and freedom from deteriorating influences of any kind will result in careful & intelligent action, & will secure to the railway the greatest freedom from those pecuniary obligations with which recklessness or negligence in operation are sure to so heavily burden the company. I think the railway companies themselves, rather than any association, have been primarily responsible for the improvement in the character of our employees & have been forced thereto by the causes I have named. The value to the railways of the Railway Department of the Y.M.C.A. is that it offers a means for departmentizing & placing under the care of proper parties, the provision made by the railway for the employe when he is on the line of the road away from home & would otherwise be subject to the temptations & influences which surround resorts of the kind he would be compelled to patronize in order to get his rest & meals at prices he could afford to pay. It extends to its members the opportunity for improvement, for making better men of themselves physically, mentally & morally, all of which results in greater consideration for the public & greater safety to persons & property. In other words, I regard the money we spend for the support of the various buildings we have at terminals on our road devoted to the Railway Department of the Y.M.C.A. as so much premium paid toward insuring the company for expenditures for personal injuries & damage to property sure to arise when an employe's physical condition is not what it should be by reason of lack of proper rest or dissipation."

Receipts for Intercolonial Payments.

Some of the departments of the I.C.R. have been insisting on having vouchers signed in advance of payment, in other words they have refused to pass accounts unless the persons rendering them would receipt them at the time of rendering & then wait for the cheques to be sent along later. This rule was recently taken exception to by a Toronto firm which appealed to the Auditor-General, who replied as follows:—"I have your letter with reference to the regulation of the Intercolonial Railway regarding the giving of receipts before payment. I am entirely with you in the matter. It is quite contrary to my desire that a receipt should be given before payment is made. The endorsement on the cheque payable to order is as good a receipt as I want. The very fact that it can be

proven that receipts are taken as a rule before payment is made is an evidence that the receipts do not serve the purpose for which they are intended, viz., to furnish proof of payment. During the whole of my tenure of office, whenever the practice which you mention has been brought to my notice, I have ruled against it. I am very glad that you wrote to me, & I shall immediately communicate with the Intercolonial Railway on the subject."

Summer Rate Meetings.

Niagara Frontier Summer Rate Committee.—In accordance with action taken at the meeting held at Portland, Me., in Jan., 1900, the annual meetings for agreement as to summer tourist rates & arrangements from Niagara Falls, Detroit, Port Huron, Montreal & Quebec, will be held at the Windsor Hotel, Montreal, Jan. 29 & 30. The rate clerks will meet on Jan. 29, & arrange all details as far as possible, their report to be submitted for approval at the general meeting on Jan. 30. Both meetings will convene at 10 a.m.

Rail & Lake Rates.—In accordance with the decision of the meeting held in Hamilton in Feb., 1900, the annual meeting of lines interested in the construction of passenger rail & lake rates will be held at the Queen's Hotel, Toronto, Feb. 5, at 10 a.m. It has been suggested that, if possible, this meeting should agree upon the east-bound rates for Duluth, Port Arthur, Fort William, & Sault St. Marie, as well as the west-bound rates for those points, & representatives of interested lines are requested to come prepared to discuss the question.

Marconi Wireless Telegraphy.

The French Telegraph Department proposes to institute a series of experiments with wireless telegraphy for subterranean communications. The possibility of the scheme was first suggested by one of the inspectors of the department, who found his primitive trials to give satisfaction. The department intends to develop the idea upon a larger scale.

A message has been sent from the English Channel steamer, the Princess Clementine, to the wireless station at Dovercourt, Essex, by the Marconi system, a distance of 90 miles, including many miles of cliffs. The Belgian authorities are so pleased with the results obtained by the wireless telegraphic system that it will shortly be put on other vessels of the fleet.

Wireless telegraph stations are to be erected at Inishtrahull, in the north of Ireland, & at Kildonan, Arran, Scotland, respectively, for the purpose of reporting & signalling vessels at sea. Col. Hozier, on behalf of Lloyd's committee, has informed the various Glasgow shipowners of the fact, & expects that the installation will be ready for service by the end of Jan.

The British Postal Department Commission, which has been inquiring into the subject of wireless telegraphy for several months, will shortly report in favor of the earliest possible adoption of the Marconi system. The Commission is also arranging for the purchase of Marconi patents, & is negotiating with France & Germany relative to their attitudes toward the Marconi inventions.

Experiments with the Marconi system have been resumed on the Ostend-Dover mail boat; & while the steamer was making her way to Dover, in the teeth of a gale, communication was carried on satisfactorily, & messages were transmitted as usual. Messages were sent to & fro at the rate of 20 words a minute until Dover was reached, 61 miles from the mast at La Panne, between Ostend & Dunkerque.

The preliminary experiments with the Marconi installation across the Bristol Channel,

between Ilfracombe & the Mumbles lighthouse, which was erected to the order of the British government, have resulted in complete satisfaction. The distance over which the messages are transmitted is 25 miles. The Ilfracombe station is situated upon an eminence known as Compass Hill. The mast for carrying the high wire is 116 ft. in length, & is built in three sections spliced together. It measures about 4 ft. 6 ins. in circumference at the base, tapering to about 10½ ins. at the summit, & weighs nearly 2 tons. The pole is also provided with a yard-arm upon which a portion of the apparatus is suspended. In the trials the messages were recorded upon the tape machines with unfailing regularity & accuracy, even when the high wires were suspended considerably below their full height.

Stories About Mr. Hays.

During the past few weeks the name of C. M. Hays has been in the mouth of every man on the continent interested in railways. Naturally this interest has given rise to a number of stories about the new President of the Southern Pacific, which are more or less authentic. Here are some of them, culled from an exchange:

HOW \$5,000 WAS RECOVERED.

Mr. Hays late in the eighties made an investment in California. A. A. Talmage was General Manager of the Wabash at the time & Mr. Hays was his assistant. On the coast the Co. had as its representative, J. K. Woodward. The latter had been a newspaper man, & as "Jayhawker" in the Cincinnati Enquirer had had considerable vogue as a correspondent. He was a friend of Talmage, & had got his position out there on that account.

Woodward built the Laundry Farm Ry back of Oakland. It connected with the Southern Pacific at Fruitvale. It was part of a big suburban residence scheme. Among others, Woodward got Mr. Hays to invest \$5,000 in the proposition. He also got the California National Bank into its project. A smooth talker & an oily promoter, Woodward soon had his road built and a lot of improvements made without the cost of a cent to himself. The fact that he was head over heels in debt did not worry him. He was not that kind.

Soon the crash came, & the road was swallowed up in the failure of the California National Bank. Mr. Hays was out his \$5,000, & it was at a time when that money was about all of his little fortune. When he inquired into the particulars of the project's failure, he concluded that he had been duped by one of Talmage's trusted friends. He laid the facts before Talmage, & the latter is said to have laconically remarked:

"If Woodward has failed, he has failed right side up. Tell him if he does not give you your \$5,000 back you'll go out to the coast & take it out of his hide."

As the story runs, Mr. Hays did not vary one iota in obeying Talmage's suggestion. He did not have to go to California. Woodward sent him a cheque for his money. And Mr. Hays, by the way, was the only investor who got out of the Laundry Farm, now known as Leona Heights, whole.

A HAUNTED CAR.

Talmage & Hays had their own private cars on the Wabash. Late in the eighties, when Talmage died, his car was turned over to the passenger department to use in cases when people wanted a private car.

On one occasion about a year after Talmage's death, the car was rented to a St. Louis friend of Mr. Hays, who had known Mr. Talmage well. The next morning Mr. Hays was surprised to receive a telegram from him from Toledo that he had abandoned the car & rented another. On inquiring by wire as