

shall guarantee our right to handle these products? Between our railways & canals we may well look forward with confidence to the time when our hopes along these lines may be realized. There ought to be a grand future for Montreal. The Government was alive to the importance of this transportation problem. Advancement was the order of the day. Canadians hardly yet knew how great a country was theirs.

G. B. Reeve, General Manager-elect, also responded. He said that previous speakers had covered the ground so thoroughly that there was very little further to say in the way of eulogizing Mr. Hays. Every change & removal which Mr. Hays had made during his administration had cut him to the heart. Mr. Hays had found the G.T.R. on the very verge of bankruptcy. Since he had taken hold he had raised the value of its securities to the extent of \$80,000,000. On Mr. Hays' arrival, G.T.R. securities were looked upon with great suspicion & the road was in anything but a satisfactory condition. He was sorry that the British Government had not seen fit to show Mr. Hays some mark of appreciation. He understood, however, that this was Mr. Hays' own fault, & that he could have had such an honor had he chosen to qualify. Instead of bidding good-bye to Sir Chas. M. Hays, therefore, he said farewell to plain C. M. Hays.

C. Drinkwater, Secretary & Assistant to the President of the C.P.R., also spoke appreciatively of Mr. Hays' work.

#### "THE OFFICIAL FAMILY."

A few days later Mr. Hays was again entertained at dinner at the Windsor Hotel, Montreal, on this occasion by the chief officials of the Grand Trunk Ry. system & of the Central Vermont Ry. George B. Reeve occupied the chair, & proposed the toast of the evening—"Our Guest"—in well-chosen & happy remarks, which were replied to feelingly by Mr. Hays. The speeches were of an informal description, the dinner partaking of the character of a family gathering. There were interchanges of happy thought, & many references to the high esteem in which Mr. Hays was held by all, & the general regret occasioned by his severing his connections with the G.T.R. Regrets were received from Governor Smith, President of the Central Vermont, for his inability to be present, having left for a winter's sojourn in Italy. The following were present: A. E. Beckett, Montreal; G. T. Bell, Montreal; J. Bell, Belleville; D.

Brown, Chicago; J. Bryce, Montreal; A. Butze, Montreal; C. Clarke, Detroit; W. Cotter, Detroit; S. W. Cummings, St. Albans; J. J. Cunningham, Montreal; J. E. Dalrymple, St. Albans; W. E. Davis, Montreal; C. E. Dewey, Stratford; M. C. Dickson, Toronto; F. W. Egan, Toronto; H. G. Elliott, Montreal; L. J. Ferritor, St. Thomas; E. H. Fitzhugh, St. Albans; W. P. Fitzsimons, Detroit; J. H. Hanna, Hamilton; G. H. Hanna, Montreal; C. A. High, Portland; J. Hobson, Montreal; F. A. Howe, Chicago; Dr. Hutchison, Montreal; R. H. Ingram, St. Albans; G. C. Jones, Montreal; R. S. Logan, Montreal; J. W. Loud, Montreal; F. H. McGuigan, Montreal; Prof. McLeod, Montreal; W. McWood, Montreal; E. W. Meddaugh, Detroit; F. W. Morse, Montreal; J. H. Muir, Detroit; D. O. Pease, Montreal; C. Percy, Montreal; H. Philips, Montreal; L. J. Power, Montreal; J. Pullen, Montreal; J. E. Quick, Toronto; A. F. Read, Montreal; G. B. Reeve, Montreal; M. M. Reynolds, St. Albans; A. E. Rosevear, Montreal; W. H. Rosevear, Montreal; F. Scott, Montreal; C. E. Soule, St. Albans; M. C. Sturtevant, Montreal; W. R. Tiffin, Allandale; G. W. Vaux, Chicago; W. Wainwright, Montreal; H. W. Walker, Montreal; F. J. Watson, Montreal; A. White, Toronto, C. M. Wilds, St. Albans; H. A. Woods, Detroit.

During the evening Mr. Hays was presented with a handsome album. Mr. Davis made the presentation, supplemented by suitable expressions from Mr. Wainwright. The leaves of the album are 11 by 14 ins., made of 16-ply cardboard, covered with English antique cloud grey paper, the edges gilded. The first page of the album bears a beautifully engrossed inscription, which reads as follows: "From the Official Family of the Grand Trunk & Central Vermont Ry. Systems to Mr. Charles Melville Hays, on his retirement from the management of these properties to accept the Presidency of the Southern Pacific Co., Dec., 1900." On the face of each of the other leaves appear excellent portraits of the officials of both the Grand Trunk & Central Vermont Railway Systems, preceded on the 2nd, 3rd & 4th pages with large portraits of Sir Charles Rivers-Wilson, President, J. Price, Vice-President, & G. B. Reeve, Mr. Hays' successor, now 2nd Vice-President & General Manager. The last leaf of the album contains a splendid view of the residence occupied by Mr. Hays during his stay in Montreal. On the reverse side of the album leaves appear photographic gems of scenes along the line of

the G.T.R. System, chosen from thousands of negatives which have been secured during Mr. Hays' regime. The collection embodies scenes of land & water, illustrating the magnificent scenery located on the line, & the charming resorts that have been & are being developed in the interests of the Co. Portland to Chicago is portrayed in artistic effects. Surf scenes from the Atlantic sea coast, towering peaks in the White Mountains, the quiet pastoral scenes along the line between Montreal & Toronto, & typical scenes from the highlands of Ontario, as well as views of some of the great engineering feats, such as the St. Clair tunnel, the steel arch bridge of the Niagara gorge & the Victoria Jubilee bridge over the St. Lawrence at Montreal, are included. The tout ensemble is a novel & most interesting creation, that will in the future recall pleasant memories of old associations to Mr. Hays. The album is bound in genuine levant morocco, with padded covers, & handsomely mounted in sterling silver. As an artistic production & a demonstration of photographic art it is probably unsurpassed. Mr. Hays made a most felicitous acknowledgment.

Mr. Hays & his family left Montreal Dec. 23 for St. Louis, Mo., where he intended spending a week, & then leaving for New Orleans to go over the Southern Pacific to San Francisco.

On his way through Toronto he was met by A. White & a number of other local officials, who gave him a hearty send-off. He thanked them for their loyal support, expressing the hope that the same would be given to Mr. Reeve.

**G.T.R. Fast Running.**—On Dec. 3, the G.T.R. Eastern Flyer made a record run from Toronto to Montreal, covering the 333 miles in 7 hours 45 mins., including stoppage. It was an unusually heavy train, consisting of 6 coaches—under ordinary circumstances it consists of 4—and there were altogether 20 stops on the trip. Two of the stops were due to changes of engines, & they occupied 8 minutes. Two other stops were for the purpose of taking water, & they consumed about 6 minutes. The most remarkable part of the run was between Brockville & Montreal, 127 miles. The actual time occupied was 160 minutes. There were 11 stops, 10 at stations & 1 for water, averaging about 3 minutes. Deducting 32 minutes dead time from the 160 leaves actually 128 minutes for the 127 miles. This is regarded as an exceptionally fine run for that distance.

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