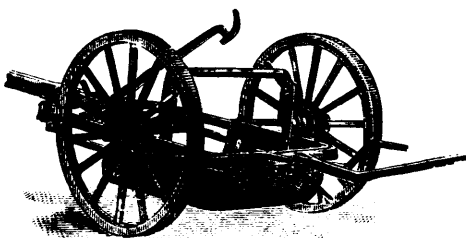


and when we scatter to our homes we do so with new life, new ambitions, and in every way better fitted to take up our duties.

Secretary-Treasurer De La Hooke reported that at last year's meeting there were 156 members in good standing, this year 24 new members have joined, but from various causes there was a lapse of 10 of the old ones, leaving a net gain of 14, and a total membership of 170, which is a record, but five of this number have not yet paid their subscriptions for 1902, and unless the amount due is paid before the end of the year their names will be struck off the roll. It would save time and postage were members to be a little more prompt—many men had to be prompted five times before remitting. In future the copy of the official journal, THE RAILWAY AND SHIPPING WORLD, will not be sent to members until after their subscription, which is due on Jan. 1, is paid. Three members have died during the past year, W. G. Stovel, Walkerton, Ont.; Dr. Hayes, Simcoe, Ont.; and W. E. Gladney, Marmora, Ont. The funds of the Association are in good condition, the receipts for the year were \$356.50, which, with balance of \$221.81 brought forward, and balance from the last annual dinner of \$37.75, makes \$617.06. The expenses were \$341.89, thus leaving a balance on hand of \$275.17.

C. S. Lee, General Passenger Agent of the Lehigh Valley Rd., addressed the meeting as follows:—Representing the Lehigh Valley Rd. I am particularly gratified that the members of the Canadian Ticket Agents' Association have considered it advisable to use our road, in connection with the Philadelphia & Reading and Baltimore & Ohio, in order to visit this historic city of Washington. If I am not mistaken, this is the first time that any foreign association has visited the United States for the purpose of holding its annual convention, and it is therefore an additional compliment to us that we have had the pleasure of escorting you over our lines. It is difficult for the public to understand the exacting duties of a ticket agent's life. As a general rule his duties keep him occupied from early morning until late at night, with a slight intermission for meals. By the public he is expected to know, not only everything about the railway, from the building of it until it is in full operation, but he is also expected to know everything about everything else in the world, and I presume that if the questions asked the average ticket agent in a day could be put into book form they would prove most interesting reading. In order to gain this knowledge, the ticket agent must be continually on the alert for information, and must make himself familiar, not only with the details of his office, but also with the routes, and every part of the country which the traveler is liable to penetrate. Naturally, the average agent is unable to gain anything but theoretical knowledge, because his time is so occupied, and often his means are so limited that he cannot travel and see for himself the places he must tell others about, in order to gain patronage for the railways, and give the public the information it desires. I look upon these trips and conventions of railway people, and particularly those in the traffic business, as educational, trips that should be taken whenever it is possible to do so, to see how other people do their work, how they live, and the nature of their surroundings. By getting away from our particular environment, seeing other countries and other people, we become more familiar with the outside world, and not only make better men for our employers, but we are able to do more intelligent work, thereby gaining advancement for ourselves and more money for our companies. It therefore affords me special pleasure to assist you in gaining any knowledge which you feel would be of interest to you and of education in your business. The officers of your Association have given much thought and a great deal of time and attention to the matter of providing for your



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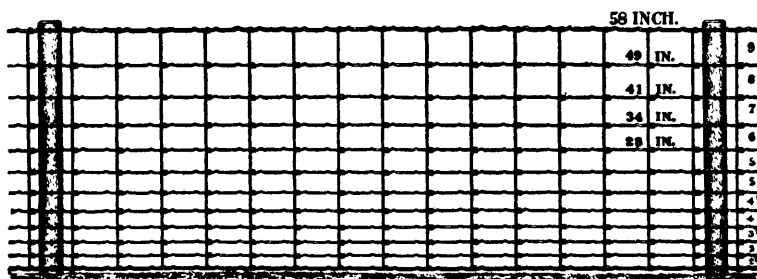
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