

Portland citizens. The rest of the party and guests were seated at small tables throughout the room. The health of the President of the U.S., proposed by Mr. Mackay, was responded to by Col. W. M. Black, of the U.S. engineer corps. British Vice-Consul Keating responded to the toast of the King, both speeches being eloquent efforts. The city of Portland was responded to by Alderman Carr. C. W. T. Goding, G. M. Casco Bay Steamboat Co., M. H. Bohrer, D.P.A. Mobile and Ohio Rd., and A. Lalonde, C.P. and F.A. Boston and Maine Rd., spoke on behalf of the transportation interests. Mr. Bohrer extended an invitation to the Association to go over the Mobile and Ohio Rd. next year from St. Louis to Mobile, 646 miles and thence by the Munson Steamship Line to Havana, Cuba. Mr. Lalonde spoke first in French to the amusement of his hearers. "The Travelling Passenger Agents" was responded to by A. C. Turpin, G.A.C.D., Chicago, Rock Island and Pacific Ry.; J. A. Yorick, C.P. & F.A., Chicago, Burlington and Quincy Ry., and J. A. Goodsell, T.P.A. Union Pacific Rd. In response to the toast of "Our Guests," C. F. Libby made the speech of the evening. He said: "I am glad to participate in this international gathering, and as a citizen of Portland to welcome you to the natural seaport of Canada. We cannot change geography, although we may erect artificial barriers to trade and commerce. Portland must remain what nature intended her to be—the best harbor on the Atlantic coast and the best winter port of Canada."

After referring to the common interests of Canada and the U.S., and to the glorious history of English-speaking peoples, he said: "We need your raw material and you need our manufactured products. If the course of trade were allowed to follow natural conditions each would furnish the other its best market. For one, I hope to live to see the time when the artificial obstructions to commerce between the two countries shall be thrown down and the freedom of trade which existed under the reciprocity treaty of half a century ago shall be ushered in. This must be the wish of every one of our citizens who has at heart the growth and prosperity of Portland. For it should not be forgotten that the growth and importance of Portland is due more to its international trade and its international connections than to any other cause. And in this connection the part that Portland and its citizens have played in the inception of your great Grand Trunk Ry. system should not be ignored. To their enterprise and courage is due the first international railway on this continent, which connects the cities of Portland and Montreal, and which as soon as built became an important part of the G.T.R. system, and I am reminded how fleeting and evanescent is human fame, when I reflect that the name of the one man, to whose foresight, enthusiasm and indomitable energy the construction of the Atlantic and St. Lawrence Rd. was due in a larger measure than to any other of our citizens, is hardly known to this generation. In fact I doubt if there are a dozen men in this audience to whom the name of John A. Poor is familiar, yet on such an occasion as this we may well honor his memory, for he devoted the energies of his resourceful life to promoting closer commercial relations between Maine and Canada, with a breadth of purpose and clearness of vision which we of this generation will do well to imitate. Before he died in 1871 he had seen two of his projects realized—the completion of the Atlantic and St. Lawrence Rd., by which Portland became the Atlantic terminus of the G.T.R. system, and the practical completion of the European and North American Rd., which connected Maine with the Maritime Provinces of Canada. What the G.T.R.

has done for Canada I need not rehearse—you all know it—but what it has done for Portland, we, who live here, know and appreciate, and I feel I am not using the language of exaggeration when I say that the G.T.R. has done more to promote the commercial importance of Portland than all other railroads combined. Without it we should be a side station of the Boston and Maine system—without it we should have no transatlantic steamships plying between this port and Europe throughout the year, and instead of being the terminus of an important international railroad system, we would have lapsed into a port of minor importance."

Other toasts were the Press, responded to by Mr. Littlefield, and the Ladies, responded to by W. Jackson. W. McIlroy, of Peterboro', sang some excellent songs. The dinner was well served and passed off very successfully. The toasts were, of course, drunk in cold water, in deference to the Maine prohibitory law. The evening closed with the singing of Auld Lang Syne.

During the dinner the ladies of the party were entertained in the hotel drawing-rooms by a committee of Portland ladies.

On Tuesday, Oct. 17, the party left the hotel at 9.30 a.m. by special electric cars for the Casco Bay Steamboat Co.'s wharf, accompanied by a band. They boarded the steamer Merryconeag, which was specially reserved for them, and on which they sailed till a little after noon among the islands of Casco Bay. Shortly before one o'clock they went ashore at Ponce's Landing, Long Island, and proceeded to Cushing's, where a monster shore dinner and clam bake had been provided for them. The New Falmouth was reached again at about 4 p.m. after a most delightful outing. Undoubtedly the Casco Bay sail and the clam bake were the star features of the whole trip. C. W. T. Goding, General Manager of the Casco Bay Steamboat Co., who extended the invitation, was unremitting in his attentions, and was assisted by the Portland local committee. A number of other Portland people, including several ladies, also took part in the trip.

In the evening an informal social and musical was held at the Falmouth Hotel, the principal feature being several vaudeville acts from the Portland theatre. Buffet refreshments were served with the compliments of the hotel proprietor, F. H. Nunns.

On Wednesday, Oct. 18, the Portland Rd. Co. took the party in the morning by special electric cars around the city to Fort Allen, Underwood, Cape Cottage and Riverton parks, and in the afternoon through the country to Biddeford, and thence to Old Orchard Beach.

Portland was left on Thursday, Oct. 19, at 8 a.m., by special train over the Maine Central, Boston and Maine for Montreal, which was reached at 5.15 p.m., where the party disbanded. The scenery en route, especially through the White Mountains, was enthusiastically admired. Stops were made at Crawford's for a view of the Crawford Notch, and at Bretton Woods for the Presidential Range. A number of the Portland committee accompanied the party during the morning. Luncheon was taken on the train. A. E. Lalonde, C.P. & F.A., Boston & Maine Rd., took charge of the party during that portion of the trip.

The reception and entertainment committee of Portland citizens was composed as follows: Chairman, R. W. Scott, Agent, Grand Trunk Railway; Secretary, J. R. Bowles, Grand Trunk Railway; F. E. Boothby, G.P. & T.A., Maine Central Rd.; R. C. Bradford, T.M., Portland and Rumford Falls Ry.; H. A. Clay, Agent, Maine Steamship Co.; Harrie B. Coe, C.C., Maine Central Rd.; C. W. T. Goding, G.M., Casco Bay Steam-

boat Co.; W. E. Holden, Agent, Eastern Steamship Co.; E. L. Jordan, Mangr., Harpswell Steamboat Co.; J. W. Kilborn, T.P.A., Maine Central Rd.; John Lawlor, T.A., Grand Trunk Railway; J. F. Liscomb, Agent, Eastern Steamship Co.; Chas. R. Lewis, Agent, Eastern Steamboat Co.; A. P. Massey, T.P.A., Boston and Maine Rd.; C. F. Porter, U.S. Marine Engineers; H. A. Snow, T.A., Union Station; H. D. Waldron, A.P.A., Maine Central Rd.; Geo. F. West, President, Harpswell Steamboat Co.; Dr. W. A. Wheeler, Director, Portland Railroad Co. The chairman, R. W. Scott, a Canadian, and formerly in the G.T.R. service at London and Suspension Bridge, Ont., worked very hard, and those who took part in the trip will long remember his very successful efforts, which were well seconded by other members of the committee.

As usual, Secretary de la Hooke had made most complete arrangements for the outing, everything having been most carefully thought out. The amount of detail work involved is hard to realize.

The following presentations were made on behalf of the party during the trip:—H. G. Elliot, A.G.P.A., Grand Trunk Ry., silver-mounted carving set with silver holder; J. Quinlan, D.P.A., Grand Trunk Ry., set of pearl-handled fruit knives; C. B. Foster, D.P.A., Canadian Pacific Ry., gold tie pin; A. Lalonde, C.P. & F.A., Boston and Maine Rd., French travelling clock; R. W. Scott, Agent, G.T.R. Portland, and chairman of the Portland Reception Committee, cut glass vase; C. W. T. Goding, G.M., Casco Bay Steamboat Co., cut glass vase; H. B. Coe, C.C. Passenger Department, Maine Central Rd., case of pipes; H. B. Snow, ticket agent, Union Station, Portland, silk umbrella; J. Lawlor, ticket agent G.T.R., Portland, carving set; J. R. Bowles, G.T.R., Portland, Secretary of the Local Committee, gold tie pin.

Members who shied at the idea of going to Portland missed a great treat. The outing was a thorough success and most enjoyable throughout.

Freight Rates on Wire Screen Doors.—The Interstate Commerce Commission has had before it the case of the A. J. Phillips Co., of Fenton, Mich., against the Grand Trunk Western Ry. and others respecting the freight rates on wire screen windows and doors. The complaint alleged that the rates on wire screen doors and windows in carloads from Fenton, Mich., to Philadelphia, New York and Boston, and also to Winooski, Vt., were unreasonable and unjustly higher than the rates on the same traffic from Winooski, Vt., to Detroit, Chicago, Milwaukee and St. Louis. The complainant states, for example, that the rate from Fenton, Mich., to Winooski, Vt., is 36c. per 100 lbs., minimum carload weight 14,000 lbs., while the rate from Winooski to Detroit, about 50 miles from Fenton, is 20c. per 100 lbs., minimum carload weight 18,000 lbs. Complainant states that its competitor at Winooski is under these rates enabled to get into Detroit territory at a rate 16c. per 100 lbs. cheaper than complainant can get into Boston territory, and that such difference amounts to 40c. per dozen on screen doors; and that similar, though less, discrimination exists against complainant on shipments to intermediate destinations.

The American Association of Travelling Passenger Agents met at Portland, Ore., for their 33rd annual convention, Sept. 20, and after transacting their business, travelled to Vancouver by steamer, thence over the C.P.R. to Emerson, Man., and thence over the Minneapolis, St. Paul and Sault Ste. Marie Ry. and the Chicago and Northwestern Rd. to Chicago.