senger agents concerned, & replies received, all of which expressed a similar sentiment, viz: That it was a matter that could only be dealt with satisfactorily with each individual ticket agent; & that to formulate a scale of remuneration applicable in all cases was not feasible.

"Membership certificates for 1901 are now ready, & I hope that this month I shall be kept busy receiving subscriptions & sending out the 'chromos'—Please remember that it is now necessary to send \$2. Agents not members can become such by remitting \$3 (\$1 entrance fee, \$2 annual subscription, payable in advance.)

"Montreal being slated for our next meeting, it is hoped that many recruits from that section of the country will join the ranks. All such are assured of a hearty welcome. Be one of us now & at Montreal. At an early date a new list of members will be issued. In this the first year of the twentieth century it is desired to make as bold a showing as possible, but only the names of such members as have paid for 1901 will be included. Let all old members & many new ones so act that their names will appear. We are rapidly approaching the 200 mark -let's get there without delay. I beg to enclose copy of a circular from our President, & recommend same to your consideration. Wishing all a happy & prosperous New Year.

I will simply mention a few of the most prominent: the trip through the Thousand Islands & the rapids of the St. Lawrence. Or for those of your members who will come from the South, & who will not take in the Pan-American Exposition on the way to your Convention, I would mention via Lakes Champlain & George: or from the Eastern section, our line from Portland via the White Mountains. Montreal is a very fine city, & there are any number of steamer & rail side-trips that could be made with pleasure & be of interest to the ticket agents' fraternity.

I shall be very pleased indeed to extend the courtesy of our line to the members of your Association to the place where your meeting is to be held, as soon as it is decided, & also for whatever side-trips may be required.

C. E. E. Ussher, General Passenger Agent of the C.P.R. Eastern Lines, wrote:-"I have your favor & note that the Executive Committee of your Association will hold its meeting at Buffalo in order to fix upon the place for the next annual Convention of your Association, which will be at either Montreal or Toronto. I shall be glad to issue transportation to any members of your Association on application from the respective heads of their departments. I trust that you will have a pleasant meeting."

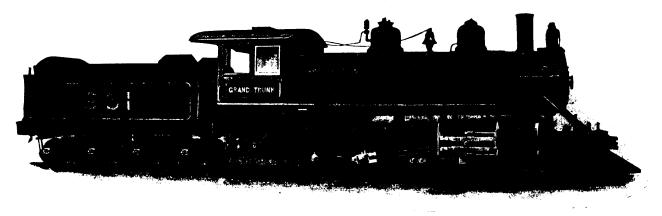
F. P. Dwyer, Eastern Passenger Agent of

the G.T.R. at New York, having addressed

G.T.R. Compound Consolidation Locomotive.

On this page is an illustration of one of the compound consolidation locomotives recently built for the G.T.R. by the Baldwin Locomotive works. Following are the general di-

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BALDWIN COMPOUND CONSOLIDATION LOCOMOTIVE FOR THE GRAND TRUND RAILWAY.

International Association of Ticket Agents.

At a meeting of the Executive Committee at Buffalo recently the principal business was the selection of the place for the Convention of 1901. A letter was read from G. T. Bell, General Passenger Agent of the G.T.R., as follows:—"I am very glad indeed to learn that your Association contemplates visiting Canada, & I do hope that the result of your meeting at Buffalo will be a decision in favor of either Toronto or Montreal. It would be out of place for us to suggest one place as against the other; but if it is the opinion of your Committee that Toronto is the proper location, there are many reasons that can be advanced to sustain this opinion. I might mention many points of interest in the vicinity of Toronto, prominent among which are Muskoka Lakes, Lake of Bays, Magnetawan & Kawartha Lakes district, & I think probably the easiest way to bring those particular points before the members of your Executive Committee will be—& I am arranging to send you same—a small package of each of our folders descriptive of the regions referred to.

"Should Montreal be the favored spot, there are very many attractive resorts in its vicinity, & a trip to Montreal is in itself a treat. The various routes by which Montreal is reached I presume are all familiar to you.

the Committee, it was unanimously decided to hold the Convention in Toronto Sep. 11, 1901. Salt Lake, Milwaukee & other cities were also in the field.

The officers of the Association are: E. N. Blood, President, Buffalo; J. A. Robbins, 1st Vice-President, Chicago; W. F. Hambright, 2nd Vice-President, Lancaster, Pa.; J. B. Goodhue, 3rd Vice-President, Beaumont, Texas; C. G. Cadwallader, Secretary, Philadelphia; Ellwood Ramsey, Treasurer, Philadelphia; J. H. Sterling, Auditor, Pittsburgh.

Executive Committee:—F. S. Montgomery, Vincennes, Ind.; S. T. Swift, Lexington, Ky.; W. F. Fernald, Old Orchard, Me.; L. C. Boyle, Viroqua, Wis.; W. D. Knott, Wadley, Ga.

The White Pass & Yukon Ry.'s Traffic Department has got out some unique packs of souvenir playing cards, which are very much out of the ordinary. The suit, &c., are shown in the upper left & lower right hand corners of the cards, while the rest of the face of the cards is filled with half-tone views of scenery on the W.P. & Y.R., beautifully printed, each card having a different view. The cards are of the best quality, with gilt edges. They can be obtained at 50c. a pack, by addressing the Traffic Manager, W.P. & Y.R., Seattle, Wash.

Wheel E	Base, total engine 23 ft. 6 in
**	total engine and tender53 ft. q in .
Weight,	on drivers
••	on truck 17,000 lbs.
**	total engine 161.200 lbs
••	total engine and tender 251 000 lbs
Tender,	diameter of wheels
	journals 5 in. x q in.
**	tank capacity
Service,	freight.

Shay Locomotive on the C.P.R.

On page 11 is an illustration of a Shav locomotive, which is in use on the heavy grade between Smelter Jct. & Rossland, on the Columbia & Western Ry., operated by the C.P.R. The builders furnish the following

description:—
"The Shay locomotive was designed to operate on heavy grades and sharp curves, & to meet requirements not promisable by any other type of engine. It is built on centre bearing swiveled trucks, the locomotive frame with water & fuel rests on the trucks, which are under each end, the entire weight is useful for adhesion, & is distributed on 8 or 12 drivers, which admits of using lighter rail & also allows its use on wood rail when necessity requires it. The trucks with drive wheels are free to swivel and vibrate independently of the locomotive frame, & thereby adjust themselves to curves and irregularities of the track with the least possible friction. The