

reached at 7.35 a.m., the party breakfasting at the Leland House. Springfield was left again at 10.30 a.m., and the party disembarked at the Wabash World's Fair Station in St. Louis at about 2 p.m. They went into the exposition grounds by the main entrance and boarded the intramural railway for the Inside Inn, which is situated at the upper end of the ground, but, owing to an accident to the power, there was considerable delay, many walked and considerable time was lost before they were all located in the hotel. In the evening most of the party visited the grounds and enjoyed the magnificent illuminations. Sunday was spent quietly at the hotel, and although the exposition is not opened on Sundays, the guests at the hotel were allowed to go about the grounds and view the exteriors of the buildings, etc.

THE ANNUAL MEETING

was held on Monday, May 16, President McNamara in the chair. The Secretary-Treasurer, E. de la Hooke, reported that 48 new members had joined the Association, making the membership, after allowing for those who had withdrawn, 221, the largest in its history; of these 20 had not paid their current year's subscription. The financial statements showed the Association to be in a very satisfactory position, with a good balance in hand. Reference was made to the death of two members, J. S. Fleming, of Newcastle, N.B., and R. F. Armstrong, of Halifax, N.S. The President, in some interesting remarks pointed out that the first white men to visit the site of St. Louis were missionaries from Quebec.

A proposal to change the constitution so that not merely any ticket agent in charge of a coupon ticket office in Canada might be eligible for membership, but that any station agent, ticket agent or assistant in charge of a coupon ticket office might be eligible, was rejected. The constitution was amended so that the executive committee shall fix the date and place of the annual meeting each year, instead of having the place selected at the annual meeting.

M. McNamara, of Walkerton, Ont., was appointed to represent the Association at the meeting of the General Passenger Agents' Association at Old Point Comfort, Va., in Oct. next, and W. E. Rispin, of Chatham, Ont., was selected as an alternative, in case Mr. McNamara might not be able to attend.

On the order of business for the election of officers being called, W. H. C. Mackay, who as 1st Vice-President was in line for the Presidency, proposed as President C. E. Morgan, of Hamilton, Ont., who was unanimously elected. The other officers were elected as follows: 1st Vice-President, W. H. C. Mackay, St. John, N.B.; 2nd Vice-President, W. H. Harper, Chatham, Ont.; 3rd Vice-President, W. Bunton, Peterboro', Ont.; Secretary-Treasurer, E. de la Hooke, London, Ont.; Executive Committee, W. Jackson, Clinton, Ont., Chairman; W. McIlroy, Galt, Ont.; J. W. Ryder, Toronto; J. Hanley, Kingston, Ont.; W. Maughan, Toronto. Votes of thanks were passed to the retiring officers and to the railway companies whose guests the party were on the trip.

In the evening the male members of the party and a number of invited guests had a Dutch lunch and smoker at the Inside Inn, which was very enjoyable, and by many preferred to the usual annual dinner. President McNamara occupied the chair, and proposed the following toasts: the President of the United States; the King; Our Guests, responded to by C. S. Crane, General Passenger Agent Wabash Rd.; J. C. Clair, Industrial Commissioner, Illinois Central Rd.; F. P. Fox, District Passenger Agent, Delaware, Lackawanna & Western Rd., at Buffalo, N.Y.; C. W. Johnston, Travelling Passenger Agent, G.T.R. at Montreal; F. W. Hopper, G.T.R. Passenger Agent at St. Louis; and

M. H. Bohrer, District Passenger Agent, Mobile & Ohio Rd. at Chicago, who invited the Association to take a trip over that line to New Orleans next year; the Press, responded to by G. S. Johns, of the St. Louis Post Dispatch. C. S. Crane, of the Wabash, in proposing the health of E. de la Hooke, referred to him as the father of the Association, and paid a well-merited tribute to his long and honorable career as a ticket agent. C. Price Green, Toronto; S. Burrows, Belleville, Ont., and J. S. Hill, Toronto Jct., sang some capital songs and added very much to the enjoyment of the evening.

Tuesday, Wednesday and Thursday were spent by the party in doing the exposition and in trips to the city, and St. Louis was left on Thursday, May 19, by special train, starting from the Wabash World's Fair station at 7.19 p.m. A delay of 20 minutes occurred at the Merchants Bridge, and at Montpelier, Ohio, there was a crossing delay of 30 minutes, but Detroit, Mich., was reached at 7 a.m. Friday, May 20, the actual running time over the Wabash direct route, 481 miles, being 10 hours 51 minutes. Breakfast was taken in the Union station, Detroit; that city was left again at 10 a.m., and Toronto was reached at 4.30 p.m., where the balance of the party dispersed, a number having got off at London and other points east of Detroit, and some having gone from St. Louis over the Wabash via Chicago. J. A. Richardson, D.P.A., Toronto, and W. D. Wood, T.P.A., did the honors for the Wabash, and entertained the party most handsomely, a baggage car well equipped with refreshments having been put on the train at St. Louis. The thoughtfulness of General Passenger Agent Crane was much appreciated.

The railway officials who accompanied the party were assiduous in their attentions and courtesy. The G.T.R. was represented by H. G. Elliott, A.G.P.A., and the C.P.R. by A. H. Notman, A.G.P.A., who went through the whole trip. G. B. Wyllie, T.P.A. Illinois Central Rd., went from London to St. Louis, but was compelled to leave there suddenly for Buffalo, owing to the serious illness of his wife; S. G. Hatch, A.G.P.A., Chicago, and C. C. McCarty, D.P.A., St. Louis, both of the Illinois Central, joined the special at Springfield and travelled on it to St. Louis. On the return trip over the Wabash the party was in charge of that company's Canadian representative, J. A. Richardson, who had the assistance of W. D. Wood, T.P.A., from St. Louis, till the south bound train was met.

The following presentations were made on behalf of the party: J. A. Richardson, Wabash Rd., gold cuff links set with diamonds; H. G. Elliot, G.T.R., gold watch fob; A. H. Notman, C.P.R., cut glass decanter; G. B. Wyllie, Illinois Central Rd., travelling bag; sleeping car conductor Steele, silver match box.

President McNamara again proved an excellent presiding officer, Secretary de la Hooke was unremitting in his work, and the thoroughness with which he had attended to details was shown by the smoothness with which everything went off. The vice-presidents and members of the executive committee worked hard, and especial mention must be made of the chairman, W. Bunton, and W. Jackson, who visited St. Louis some time previously to make advance arrangements, and who are entitled to much of the credit for the success of the trip. Dr. Shaw, of Clinton, Ont., the honorary physician of the Association, as on previous occasions, looked after any of the party who suffered from minor ailments, but fortunately there was no serious case requiring his attention.

The Canadian and Quebec Press Associations, who visited the exposition as the guests of the G.T.R. and Illinois Central Rd., and a small party of Canadian pressmen who went as guests of the C.P.R. and Wabash Rd., were there at the same time as the ticket

agents, the combined parties making a large and representative Canadian gathering. On May 18 the Canadian Commissioner held a reception in the Canadian pavilion for the press party, which was also attended by a number of the ticket agents and their wives.

The Inside Inn, at which the party made its headquarters, is pleasantly situated in the upper part of the exposition site among one of the beautiful oak groves which are scattered over the grounds. It is 800 by 400 feet and contains 2,257 rooms, the restaurant having a seating capacity of 2,500. Rooms, European plan, are from \$1.50 to \$2.50 a day without bath, and from \$3.50 to \$5.50 a day with bath, these figures including admission to the grounds after the first day, but not readmission from outside. The rooms are comfortably furnished, the bath accommodation, etc., is very good and the meals are satisfactory. Of course, the hotel is merely a temporary structure, but it is well run and very convenient for those who do not wish to waste time getting to and from the city. Meals are served a la carte, or on the American plan, the rates for the latter being breakfast, 50c; luncheon, 50c.; dinner, 75c. Rooms and meals are also given on the American plan. For a temporary stay the average visitor to the exposition will doubtless find the Inside Inn the most convenient and satisfactory place to stay at.

It was naturally the desire of the railway companies who tendered the ticket agents and press associations special trains that they should visit the exposition early so as to be in a position to speak of it with authority, the result being that the visits were made before the exposition was ready. The exposition buildings are complete, but much remains to be done in finishing some of the foreign buildings and some of the Pike attractions, and in installing the exhibits, not more than 75 per cent. of which were in place in the third week of May. It will probably be the end of June before the exposition can be considered complete. That it will be well worth visiting is without question. The individual buildings are architecturally magnificent, and they are grouped in a well-considered and harmonious plan. The site covers 1,240 acres, against 733 acres of the Chicago Exposition, 336 acres for the Paris Exposition, and 300 acres of the Pan-American Exposition at Buffalo, all three of which do not much more than equal the area of the St. Louis grounds. Of total area actually roofed over by the various buildings, great and small, Chicago had 82 acres and Buffalo 15 acres under roof, while the main exhibit buildings at St. Louis cover 128 acres. The total cost will reach \$50,000,000, of which \$15,000,000 has been contributed in equal parts by the U.S. Government, by the city of St. Louis, and by private stockholders. This sum has been swelled by the appropriations of states and territories, and of the various foreign Governments, and by the expenditures by the various exhibitors and concessionaires. The response of foreign Governments has been most liberal, Germany and France spending over \$1,000,000 each, Brazil \$600,000, while Great Britain, Mexico, China and Japan each are spending over \$500,000. The individual buildings themselves are on a scale commensurate with the exhibition itself. The Liberal Arts and the Mining and Metallurgy buildings each cover a space of 750 by 525 ft. The U.S. Government building, conspicuous by its splendid burnished dome, covers 800 by 260 ft. The Palace of Manufactures and the Palace of Varied Industries are each 525 by 1,200 ft. The Transportation building is 559 by 1,300 ft., while to crown all in point of size, as is fitting, considering that the agricultural interests are the greatest of all interests in the U.S., is the building devoted to agriculture, 500 by 1,600 ft. It is very gratifying to be able to say that without question the best ex-