

agents prevents us from asserting that this increase is altogether due to our efforts. But we may be pardoned for claiming a small share in its development. If the officials of the passenger department were not always on the alert, the result would not be so satisfactory. The railways of Canada are putting forth great effort to increase their business. The men at the top are always awake, and they have no love for sleepy agents.

The details of traffic give an average of four trips during the year for every man, woman and child in the Dominion. This is certainly a remarkable illustration, both of the activity of our people and their ability to spend money in railway travel. It represents, in a considerable degree, the growth of luxury in the country, and also the increasing inducements to travel placed before the public by the railways. The managers are constantly improving the facilities of travel and adding to the attraction of their routes by luxuries that tempt people to use them in a constantly increasing degree. Last year the Canadian railways earned in passenger traffic the very large sum of \$22,600,091. The increased business of last year was proportionately the greatest in the history of Canada's railway development. It is partly due to the natural increase of population and wealth in the country, but may fairly be ascribed, in some measure, to improving facilities of travel and increasing efficiency of management. Since the organization of the Canadian Ticket Agents' Association in 1887 the volume of railway travel in Canada has more than doubled. The companies we represent carried in that year 2,000,000 passengers, and last year, as we see, they carried over 20,000,000. What share of this remarkable development may stand to our credit, we leave to the judgment of our official superiors. But we certainly do claim credit for vigorously presenting the advantages of the roads we represent to the travelling public. Each in his own locality enjoys the opportunity of keeping the company he serves in touch with the community he lives in. His personality humanizes the institution and gives people a living interest in its prosperity. It is quite certain that the railways of Canada are much more popular at present than when their business was confined exclusively to railway stations.

It may not be amiss to point out to the chief officers of our respective companies that an opportunity exists for a still further improvement that would be much appreciated by the travelling public, and that is, the erection of new stations on the branch lines. Most of these stations are ancient, and by no means attractive. When the train is late and the station master out of humor they are anything but lovely places to spend an evening in. Their cheerless aspect leads to undue patronage of the station hotels. When increased travel results from increased comfort to travellers we may be sure that new stations on the branch lines would give a satisfactory increase in the business of the companies. It is an improvement that would be greatly appreciated by the general public, and especially by commercial travellers, who are a numerous and deserving body of railway patrons.

I regret having occasion to point out that the United States railways have not yet resumed the payment of commissions to Canadian ticket agents. We sell their tickets and contribute to their revenue without receiving any payment for our services. Possibly the system formerly prevailing went too far. When competition was active some of the roads paid more than the service was worth. We would be satisfied with a reasonable compensation, and as a matter of justice we are entitled to it. Some people consider it nonsense to talk of justice to the great railway corporations of the United States. Perhaps

it is. But in a democratic community there is no guarantee of permanency on any other basis. The gentlemen at the head of these great corporations recognize the principles of business ethics at least quite as well as other men, and I am satisfied that if they realized the fact that Canadian ticket agents receive no payment for the business we handle for them in Canada, they would be willing to pay something for the service we render them. It is only a fair business proposition, and experience in dealing with the managers of our own roads, justifies the belief that if the matter were fully considered by the United States companies, they would see that it is unfair to accept our services without paying for the business we send them. This is a grievance to our Association, and I trust that the managers of the United States roads may be willing to consider it.

Present appearances indicate an immediate and large increase in railway development in Canada. The proposed new transcontinental road interests our Association in the prospect it presents of a large increase in railway travel. Although we are not politicians in our associated capacity, one can see individually, that the new road is of vast interest to the whole country, and of special interest to the people of the Maritime Provinces. It opens out a grand view of the teeming wealth of the western prairies finding an outlet to the markets of Europe through the seaports of Halifax, St. John and Sydney. It does not necessarily mean the decay of the Intercolonial Ry., for who can doubt that in a few years there will be traffic enough for both. Our maritime friends are to be congratulated. They are getting a vast increase in their railway facilities without much expense to themselves, and will soon see their magnificent harbors crowded with shipping, and vieing with Portland and New York in handling the products of the western prairies. There is a splendid future in store for the maritime ports, and it would seem to us, living mostly in Ontario, that the way of wisdom for those living down by the sea is to get all the railways that other people are willing to build for them, and then exert themselves to get more railways. The people of Ontario contributed \$22,064,442 in municipal and provincial bonuses towards building railways within their own Province, besides their share of the \$178,022,186 paid by the Dominion Government. When the western prairies are fully developed, it will take more than two railways to bring their products to the ocean. This is the growing time, and it may not hurt our maritime friends to hear that in the opinion of Ontario business men they should strain every nerve, and use every influence within their resources, to direct the traffic of the prairies to their own ports instead of letting it find an outlet through the ports of our United States neighbors. This is practical patriotism, and as the Canadian Ticket Agents' Association is an eminently practical and patriotic organization, it may not be amiss to place our views on this important question before those who are now struggling to find a solution of the railway problem for the whole Dominion. We want all the railways we can get, and when they are all built there will still be room for more. It may be said that this is a question of freight traffic rather than of passenger travel, but wherever there are railways there are travellers, and in addition to the immediate interests of our own business, we must never lose sight of the fact that we are citizens of Canada, and bound by public duty to do what we can to promote the general welfare of our country.

In our annual trips since the organization of our Association, we have visited all important points in Canada from Winnipeg to the Atlantic ocean. We now have nothing left but the Pacific coast and the Klondike. Each place visited has its own interest, but none surpasses either the place of our present meeting, or

the country we came through in reaching it. Here it was that just 300 years ago the adventurous sons of France made their first settlement in the new world. And it was the scene of many historic struggles before settling down to its present peaceful condition. The lovely valley of Acadia through which we passed in getting to Sydney is one of the most renowned spots in the history of the new world. Three times it was conquered by the British, and three times restored by treaty to the French. Less than a hundred and fifty years ago it was the scene of one of the most terrible tragedies in history. Eighteen thousand men, women and children were seized by troops and scattered to the four winds of heaven. Their property was confiscated, their houses and crops burnt before their eyes, and themselves shipped off in such haste that families and friends became separated, never to meet again. It is on this incident that Longfellow founds his beautiful poem of *Evangeline*. The railway is the apostle of commerce, and its agents are the missionaries of material progress. But in passing through the land of *Evangeline* we may be pardoned for pausing a while to pay a tribute of affectionate memory to the history of the Acadians. They were a gallant race. And now we find the descendants of those among them who escaped joining with their conquerors in building up a new nation in British America, which secures to the descendants of those who met in deadly strife the blessings of liberty united with security in more just and equal proportions than exist in any other country on the face of the globe. The present union of British and French in Acadia is a splendid tribute to the power of peace and justice.

The President's remarks were received with great approval, and it was resolved that they be printed and bound and supplied to each member, and to the passenger agents of the railways in Canada and the United States.

W. Jackson moved, seconded by C. E. Morgan, that in the best interests of this Association, some change should be made in the mode of selecting the place of annual meeting, and that for the meeting of 1904 the decision be left in the hands of the executive committee for that year, it being understood that no place will receive consideration that has not extended an invitation; to which transportation has not been promised, and at which hotel accommodation has not been guaranteed. After a very full discussion the motion was carried unanimously.

Invitations for the annual meeting of 1904 were read as follows:—From G. J. Charlton, General Passenger Agent of the Chicago & Alton Ry., extending an invitation to their members, should they meet at St. Louis, to use that line en route to and from that city. From H. E. Tupper, General Agent, Passenger Department of the Denver and Rio Grande Rd., at New York, stating that S. K. Hooper, General Passenger Agent, will be glad to welcome the members to Colorado next year, and will extend the courtesies of the line if the pass agreement will allow. A. C. Turpin, General Agent of the Chicago, Rock Island and Pacific Ry. at Toronto, read a telegram from L. M. Allen, General Passenger Agent, saying he would be glad to extend the courtesies of the line, should Denver be selected for the meeting. J. A. Richardson, Canadian Passenger Agent of the Wabash Rd. at Toronto, telegraphed offering the members transportation to St. Louis in April, 1904.

The following officers were re-elected unanimously:—President, M. McNamara, Walkerton, Ont.; 1st Vice-President, W. H. C. Mackay, St. John, N.B.; 2nd Vice-President, C. E. Morgan, Hamilton, Ont.; 3rd Vice-President, W. H. Harper, Chatham, Ont.; Secretary-Treasurer, E. de la Hooke, London, Ont.; Honorary Counsel, J. H. Flock, K.C., London, Ont.; Auditor, R. J. Craig,