THE RAILWAY TRAINMEN.

Opening of the Convention in Toronto.

MANY DELEGATES PRESENT.

Organization in a Splendid State of Prosperity.

With a Balance on Hand of $600,000—What the Brotherhood Will Ask in the Shape of Legislation—Gathering in Massey Hall in the Evening When Words of Welcome Were Tendered by Ald. Scott, on Behalf of the Mayor and Mr. W. F. Maclean—Speeches by Grand Master Morrissey, Mr. Sargent and "Father Coffin."

Toronto is honored this week by the presence in her midst of one of the most powerful labor organizations on the American continent, namely, the Brotherhood of Railroad Trainmen.

The convention opened in Association Hall yesterday morning, and will continue throughout this week, and probably well on into next week. All the principal hotels are filled with delegates, while on the busy thoroughfares, wherever the eye may chance to wander, it inevitably strikes a badge bearing in large characters the name and number of the lodge which the visiting champion of labor's interests represents.

Grand Master P. H. Morrissey called the convention together punctually at 9 a.m., and after a few well-chosen words of welcome called upon Grand Secretary and Treasurer W. A. Sheehan for his report.

Interesting Statistics.

According to the statistics in this statement, the membership rolls of the trainmen contain some 24,000 names, or a most remarkable increase of 5000 since the last convention was held two years ago.

These members belong to 523 different lodges, some 47 of the latter being in Canada. There have also been 42 new lodges organized in the past two years. During the present convention the delegates will be called upon to decide some 112 contested beneficiary and disability claims, aggregating in value upwards of $100,000. In this connection, it might be well to mention that there has been $912,674 paid out in claims since the last convention, and that there is a satisfactory balance on hand of $60,000.

The report of Grand Master Morrissey and Vice-Grand Masters W. G. Lee, T. R. Dodge and Val Fitzpatrick gave encouraging indication that the lodges are generally in excellent condition, the officers having made 811 visitations and settled a large number of grievances.

Legislative Measures.

The Brotherhood is at present interested in a number of legislative measures now before the United States Congress. Among these is what is known as the Contempt Bill, which will enact that in the United States courts all cases for contempt of court arising out of injunctions issued by Federal Judges on railways, under a receivership, shall be tried by jury. Another branch of legislation is the Arbitration Bill, which provides for the settlement of all disputes between the common carriers and the employes by arbitration. The Commission Bill authorizes the appointment of a commission by the President of the United States, to be composed of equal numbers of members representing the labor, capital and agricultural interests, and to report to Congress recommending changes which will in part ameliorate existing conditions.

The report of the Committee on the Constitution was read, and will be considered later on in the session.

Those Present.

The list of delegates includes the Grand Executive Board, composed of Mr C N Terrell, chairman; Chicago; Mr. Charles Henthorn, Otisco, Ind; Mr R Bustead, Sidney, N Y; Board of Grand Trustees—Mr S C Young, chairman, Fort William, Ont; Mr O L Rolfe, Beardstown, Ill; Mr W J McClure, Toronto; Mr W N Gates Cleveland, and Messrs P H Morrisy, grand Master, Peoria, Ill; W A Sheahan, grand secretary, and treasurer, Peoria, Ill; L Cease, editor of The Brotherhood Journal, Peoria, Ill; O S Rolfe, Peoria, Ill; H P Nicholls, Peoria, Ill; W S Onion, Peoria, Ill; J. Reston, Peoria, Ill; S L Upton, Peoria, Ill; F W Arnold, Peoria, Ill; T R Dodge, Peoria, Ill; R M Booth, Peoria, Ill; W. G. Lee, Peoria, Ill; C C Mooriand, Livingston, Mont; A C McClaughan, Livingston, Mont; W E Martin, Forsyth, Mont; W G Edens, Galesburg, Ill.; S E Wilkinson, Chicago, Ill; C N Terrell, Chicago, Ill; M S McCarthy, Chicago, Ill; Hon L S Chaffin, Fort Dodge, Ia; F L Sinickhammer, Sidalia, Mo; W S Gainer, Cleveland, O; M J Scully, Northampton, Mass; H Johnston, Rat Portage, Ont; D W Stevens, Kamloops, B C; M Lavigne, Quebec, Que; J O Caldwell, Kansas City; C G Hoffheimer, Chicago, Ill; D S Chamberlain, Saginaw, Mich; D S Loudenschlager, Elkhart, Ind; W O Miller, Kern City; J S Clark, Tipton, Ind; J P Sullivan, Indianapolis, Ind; Richard H Bellis, Elizabeth M P. H. Morrissey, and the following other leading railway brotherhood men; Messrs. F. P. Sargent, W. G. Lee, F. W. Arnold, W. J. Cook, Val. Fitzpatrick, T. H. Dodge, C. N. Terrell, L. Rolfe, W. A. Sheahan, Charles Henthorne, R. Bustend, F. G. Sharpe, Thomas Hueston, A. B. Lowe, S. E. Wilkinson, S. C. Young, Ald. J. J. Graham, L. S. Coffin; and Messrs. George W. Dower and Isaac H. Sanderson, secretaries respectively of the Trades and Labor Councils of the Dominion and of Toronto; D. A. Carey, J. D. Sullivan and A. S. Smith.

In the interval, preliminary to the speechmaking, Gilonna's orchestra, which was present, rendered a number of patriotic American airs, and brought forth cheers long and loud. "The Maple Leaf," alas for Canadian sentiment, was presented without recognition of any kind.

The Chairman's Address.

The chairman felt it to be the proudest moment of his life that he should preside at the meeting, since it was the first time in the history of the Brotherhood of Trainmen that their convention had been held in a Canadian city, on Canadian soil. [Applause.] The brotherhood, it was true, had not increased in membership, as rapidly in Canada as it had across the border, but he was glad to know that the prosperity had been steady and that there had been no backward movement. In 1894 there had been trouble in the United States in the shape of a railway strike, but he was pleased to be able to state that it was through the influence of the B. of L. T., that the trouble had not extended to Canada. [Applause.] At the last convention, held in 1895, he continued jocularly, when it had been decided to hold the next convention at Toronto, someone had asked that a car-load of snowshoes be shipped down, before the event took place. [Laughter.] He was sorry he had not been able to supply the snowshoes, but felt confident, however, that the delegation would go away with a better opinion of Canada than they brought with them. [Applause.] In conclusion, he expressed the hope that every delegate would enjoy and long remember this visit to Toronto. [Applause.]

The City's Welcome.

The Mayor having not yet arrived, Ald. Scott welcomed the visitors on behalf of the City Council and people of Toronto. He hoped the meeting would not only be a pleasant one, but that it would be profitable to them in the work they had in hand. The citizens were delighted to see the members of the convention, because they had a beautiful city to show them. The alderman then proceeded to disabuse the minds of the Brotherhood of any false impression they might have as regards Canada's climate. He welcomed them to this city because there was no place in Canada where the labor organizations were more active and influential. The public men knew that the labor councils were watching them, and accordingly were very careful in the legislation they carried through. He considered it very creditable to the organization as well as to the railroad companies that there had been but two strikes in the whole history of the order. He hoped that the great corporations would guard the interests and rights of the men and that the men would endeavor to settle all disputes in an amicable way. He was glad to notice also that while the Brotherhood obtained their rights, yet they did not encroach upon the rights of others. [Applause.] We of Canada regarded the citizens of the United States as our brothers. [Applause.] We were trying to work out our destinies in peace with all nations, particularly with the United States. [Applause.] Whatever comparisons might be made between the two countries, there beats in the heart of every Canadian the hope that each nation might go on enjoying the fruits of their labors in peace. [Applause.]

Mr. W. F. Maclean's Address.

Mr. W. F. Maclean, M.P., was introduced as the laboring man's friend in Parliament, and accordingly met with a hearty reception. He joined in extending a welcome to the delegates and more especially to the ladies who had accompanied their husbands. He was certain they would long remember their visit to Toronto. If any man, he resumed, were indebted to organizations of trainmen, he believed that man was himself. He had the honor to represent a riding in Parliament by a majority of three, but if it had not been for his railroad friends in East York, where would he have been? As Canadians, he said, we believed we were here to stay; we believed there was room for Americans as well as for ourselves; we desired to see Americans flourish and prosper equally with ourselves. [Applause.] Canadians believed that there should be two free popular Governments on this continent, each working after a different method, but each having the same object—the elevation of the people and the advancement of human happiness. [Applause.] Americans visited us and when also a Canadian visited their neighbors they were always hospitably and cordially received. [Applause.] But now in this jubilee year there was not, he was sure, a single American citizen but would join with Canadians in doing honor to Her Majesty Queen Victoria. [Loud applause.]

Railroad Problems.

The speaker had himself taken some interest in railroad problems, both pertaining to Canada and to the United States. He believed these to be the most important questions of the present day. They dealt with three different classes of people—the bondholder, the passenger or owner of freight in transportation, and the trainmen—and all had great interests at stake. But the bondholders could, as a rule, take care of themselves; they were always well represented in Parliament or Congress. [Laughter.] The shareholders were always in evidence, but the people who made use of the roads were not so well represented. He had for a long time advocated a two cents-a-mile railway fare, and hoped the agitation would succeed, for he believed it to be a just and good cause. [Applause.] But in the third class there was the railroad man, and he had just rights, which must be vindicated. [Applause.] He was glad to notice that a bill had passed the United States Congress which would compel every railroad company in two years to use an automatic coupler and power brake. At Ottawa there was a bill of the same nature before the House, and he was pleased to note that the Premier of the Dominion was chairman of the committee which had the bill in charge, and that it would in all likelihood soon become the law of the land. [Applause.] He was pleased to be identified with such a scheme. There were other members of the House interested, and they intended to stick by it until it was law. [Applause.]

Both Wear Knickerbockers Now.

In some respects, Mr. Maclean resumed, in a mock-serious tone, the two peoples, the American and the British were growing more and more together. [Applause.] If there was one thing which the average American of 15 years ago was proud of it was in the fact that he wore long boots. That was done in order that nobody could see his legs. [Laughter.] The men were even more careful than the women in that respect. [Loud laughter and applause.] At the same time, the blooming Englishman, who landed with his knickerbockers, was scoffed at and jeered. But now the bicycle and the base ball had done their work, and the American and the blooming Englishman both wore knee breeches. [Applause.] This was so much the case that he was satisfied that if a deputation would wait upon Chauncey Depew to ask that the official trainmen's uniform be composed in part of knee-breeches, their request would be granted. Concluding, the member for East York, amid loud cheers, expressed the hope that on some subsequent occasion the acquaintance with the brotherhood would be resumed.

Ovation for the Grand Master

No sooner had the name of Grand Master P. H. Morrisey been mentioned than a tremendous cheer arose, and the enthusiastic Brotherhood men could not be quieted until for the space of two minutes that gentleman had endeavored to begin his address.

As soon as the boys would permit of it, the worthy Grand Master began a most able address by expressing, on behalf of the great brotherhood, his deep feeling of appreciation for the kind words of welcome extended to them. It needed no words from various representatives, he said, to know that the trainmen were welcome to the City of Toronto. Since they had come to the city hospitality had been expressed to them in a more substantial manner than by mere words; when they left it to return to their homes and to their various avocations, they would remember the meeting in Toronto as one of the brightest landmarks in the history of the Brotherhood of Railroad Trainmen. [Loud applause.]

Toronto itself was a railroad city, and among its best citizens were to be found railroad men. [Applause.] Any movement, he added, which had for its motive the betterment of mankind, or that would make labor more remunerative or oppression less powerful, must needs be for the common good of all.

Brotherhood of Man.

The present convention showed, among other things, the fraternal feeling existing between the laboring men. This feeling existed from the Orient to the Occident, and, whether a man was a British subject, and bowed submission to that great and good woman, Queen Victoria—[applause]—under the Union Jack—[applause]—or whether he were a Yankee, under the Stars and Stripes—[applause]—who thought himself the equal of any and all, they would draw nearer to one another, to benefit each other and to resist any encroachments upon their rights, from whatever direction they might come. It was this humane, this Christian, sentiment which had actuated the founders of the order represented there that night.

Triumphs of the Railways.

The railway, he resumed, was an essential of civilization; its introduction marked a new era; it had revolutionized transportation and had quickened civilization; the locomotive whistle had silenced the war-whoop of the savage and had transformed the desert into the commercial centre. Each railroad was like a human body, each organ having its use. From the president to the call-boy, and from the director to the clerk, each person played an important part. It required a vast army of intelligent and faithful employes to bring out the results desired. The business of railroading was one attended with great hazard. It required brain, brawn, and moral courage. No weak-kneed man who was afraid to lose a finger in the company's service was of any use, and the man whose teeth chattered in the face of danger would make a better politician than railway man.

This sally turned all eyes upon Mr. Maclean, who laughed heartily.

The Strength of Union.

The brotherhoods, he went on, gave to the individual in his weakness the strength of their combined effort and waged unrelenting war upon those who would oppress the railway employe. The present day was one of combinations of capital, and in every way money was king and everybody was racing after it. Organization had, therefore, to be met by organization. This organization, he thought, should be along the line of conservative progression and should hold to the principle of good government. They should obey the Divine decree of thousands of years ago, "In the sweat of thy brow shalt thou eat bread."

Their Obligations.

As to the duties of labor organizations, the first should be to educate their members in the right direction. It was not a proper course to pursue to make demands without a study of the results which would follow the granting of those demands. They should study the law of cause and effect so that all reforms would be along the lines of good common sense. [Applause.] There was a feeling in the minds of the people to-day that better times were coming when the almighty dollar would not be the supreme end, when manly worth and not wealthy men would prevail, and when the blouse of the workingman would be recognized as covering as intelligent a man as the broadcloth of the millionaire. [Applause.]

The members of labor organizations taught the principles of the Christian religion, and also that all of the necessities and as many as possible of the pleasures of life were necessary for every man's well-being. Every want in the material, moral and spiritual life had to be attended to, but a man's material wants must be satisfied before you could minister to those of his spiritual make-up. If it was ever expected to fill heaven and to depopulate hell we had to see to it that wants of the body, that environments of the immortal soul, were looked after. [Loud applause.]

As to the Employers.

The Brotherhood were not at war with their employers. They respected them and were willing to do all they could to help them. Their platform, while not forgetting their own rights, was one of peace and recognition of the rights of others. The Canadian and American workman was not in the disorganized, demoralized and hopeless straits in which Carlyle found the laboring classes of France in his day. To this condition the American workmen could never descend; his greatest protection was in the organization of labor, and it would remain so as long as the members believe in the principles of benevolence, sobriety and industry as taught by the Brotherhood of Railroad Trainmen.

Civic Tributes.

Amid the applause which followed his brilliant peroration, the eloquent Grand Master was presented by Ald. Scott with a wreath bearing the inscription, "P. H. Morrissey, Grand Master." This was the signal for further applause, and Ald. Hubbard arose. He also extended a welcome to the Brotherhood and granted them the freedom of the city. "Do as you like in it," said he, "but remember we have one of the finest police force on the continent." [Laughter and cheers.]

More Eloquent Speeches.

Mr. D. A. Carey, in the course of as fine an address as was given during the evening, expressed the belief that after the presentation of the aims of the order had been so ably put forth by Grand Master Morrissey, there was no man present but would consider the labor unions were engaged in as noble a work as the Church of God. [Applause.] He welcomed the B. of L. T. on behalf of the local labor organizations.

Mr. F. B. Sargent, Grand Master of the B. of L. F., thought it might be considered a little out of place for a fireman to crowd himself into a place of the nature of the present one, but some of those present might remember how they had crowded him and he had generously given up part of his seat when they were crossing the plains of Arizona. [Applause.] He represented an organization which was the best friend that the brotherhood had in America or Canada. He congratulated the members upon the fact that their present leaders had brought the organization to be one of the most influential in the world. The organization he represented wished the B. of L. T. every success. The two bodies had always been closely affiliated. He brought greetings from the 24,000 knights of the scoop whose interest was the same as their own. The Brotherhood of Firemen were the same friends as they had proved when the trainmen were not as powerful as they were to-day. At a time when the storm had almost wrecked the Order of Firemen, too, the trainmen had come to their rescue, and the firemen had now reason to express appreciation of the kindness extended to them. [Applause.]

Ald. Preston was followed by Hon. L. S. Coffin, who met with a rousing reception. He called attention to the reasons for the organization of the first union of brakemen. It was held in an old box car. At that time no brakesman could get insured in any company of the United States, so they got together and agreed to insure themselves. Although they received small wages, yet in the time the trainmen had been organized they had paid out $4,000,000 in benefits. Continuing, he emphasized the fact that the sentiment of the United States was in favor of arbitration, and they would put out the Senators who had refused to endorse the treaty. "Look at these boys," said he, "they wouldn't fight each other." [Applause.]

Real Fraternity.

After this little diversion the hon. gentleman told how the trainmen were building up a home for disabled railroad men. In this they knew no difference of country, the money of Canada went over to the States and that of the States came over to Canada to help the widow and orphan of the brakesmen who were killed while at duty. It was just as uncommon to-day to see a railroad man a drunken man as it was 15 years ago to see a railroad man sober. The men with the total abstinence buttons now numbered 150,000. [Applause.] If a drunken railroad man was seen reeling along the street, it was a matter of certainty that he did not belong to the Brotherhood.

Another of the objects of the brotherhood was to bring about legislation that would procure pensions for disabled trainmen, or for their bereaved families. There were more trainmen killed each year in piling times of peace, than were killed in the whole eight years of the American War of Independence. He believed the trainmen required more courage than the soldier, and he spoke with all due respect, for he wore the Grand Army button himself. [Applause.] But the trainmen served the public faithfully at great risk of life and limb, without any hope of reward.

Mr Maclean Complimented.

Turning to Mr. Maclean, he said: "I am glad that this gentleman is in a place where he can exert his influence and heart with the railroad men." [Cheers.]

After deprecating the increase of Sunday labor, again addressing Mr. Maclean, he urged him not to push his 2-cent rate until he had his automatic coupler and power brake, as the railroad boys should first be looked after.

The speaker sat down amid applause. His Worship Mayor Fleming reiterated the welcome of the Aldermen, and the audience dispersed to the strains of "God Save the Queen," or "America," to suit the individual ear of the auditor.

At the Empress.

The following delegates of the Brotherhood of Railroad Trainmen are registered at the Empress Hotel:

Grant Wells, Pittsburgh, Pa.; Lewis E. Jennings, Drymont, Ind.; H. H. Rolin, Washington, D.C.; A.T. Cherry, Pittsburgh, Pa.; Peter Kelly and wife, Huron, S.D.; M. H. McClintock, Altoona, Pa.; A. D. Johnson, Mount Carmel, Ill.; J. P. Dougherty, Newberry, Pa., D. B. Yeager, Jersey Shore, Pa.; A. S. Morris and wife, St. Joe, Mo.; Thomas Shea, Pittsburgh, N.Y.; James Whalen, Whitehall, N.Y.; Andrew Simonds, Rutland, Vt.; Joseph Crokan, South Quebec; D. T. Nicholls, Cheyenne, Wyo.; William Matheson, Lorraine, Wyo.; James Scott, Le Grand, Ore.; R. L. Oakes, Jersey Shore, Pa.; J. H. Tarreth, Jackson, Tenn.; E. Burns, McComb, Miss.; G. W. Dolley, El Paso, Texas; H. Conway, Pittsburgh, Pa.; William Lake, McVille, Saratoga County, N.Y.; T. J. Tribo, Concord, N.H.; C. S. Hutchins, Willman, Minn.; W. F. Watkins, Aurora, Ill.; M. O'Connor, Trinidad, Col.; P P Tracy, Green River, Wyo.; J. W. Sunderland, Fort Wayne, Ind.; C. C. Rayer, Crestling, Ind.; G. P. Jenkins and wife, Jackson, Mich.; J. D. McDonald and wife, Bay City, Mich.; Philip Silcher and wife, Drumson, Ohio; Miss M. Weatherly, Drumson, Ohio; R. E. Sfindis, Melrose, Minn.; J. Flannery, La Crosse, Wis.; E. H. Lipson, San Francisco, Cal.; T. D. Lake, Elko, Wash.; A. L. Caudle, Huron, S.D.; J. H. Jumper and wife, Chicago, Ill.; J. Woolen, Terre Haute, Ind.; George Candish, Grand Island, Neb.; H. B. Bowlby, M. Platte, Neb.; J. B. Swigart, Pittsburgh, Pa.; W. A. Shumate, Louisville, Ky.; Ed. Daley, Sokaukanna, Wis.; John Hassett, Negaunee, Mich.

"THE PIRATES OF PENZANCE."

The Madison-square Opera Company opened their third week of summer opera at the Toronto last evening by producing before a good house that sparkling little two-act piece, "The Pirates of Penzance." Like most of Gilbert and Sullivan's productions this opera, with its quaint situations and dainty humor, long ago found favor with the public, and last night's rendering of it brought out many of its good points. The piece was very creditably rendered, some work much stronger than in "Said Pasha," or "Tar and Tartar," with an exception or two the solos were well sung, and altogether "The Pirates of Penzance" was a success. Mr. Frank David played the Major-General with excellent effect, winning much favor with the audience. His Major-General's song brought him encore after encore. Warwick Ganor's big voice did him proud in the role of Frederic, while the charming Beatrice Goldie acceptably trilled the part of Mabel. Al. Leach was as funny as ever as the Sergeant of Police, and he caught the house with:

"When there's constabulary duty to be done—to be done,
The policeman's lot is not a happy one."

William Riley Hatch, who essayed "The Pirate King," would have made a better showing had he learned his lines before he went on. The piece runs one week, with the usual matinees.

HAPPENINGS OF A DAY.

Items of Passing Interest Gathered in and Around this Busy City.

Pat Heydon, for theft of an overcoat, was yesterday sent down for 30 days.

Don't be deceived—"L. & S." brand of hams, bacon and lard is delicious, healthful and appetizing.

The first sod on the site of the new Church of the Covenant, Roxborough-avenue and Avenue-road, was cut yesterday afternoon.

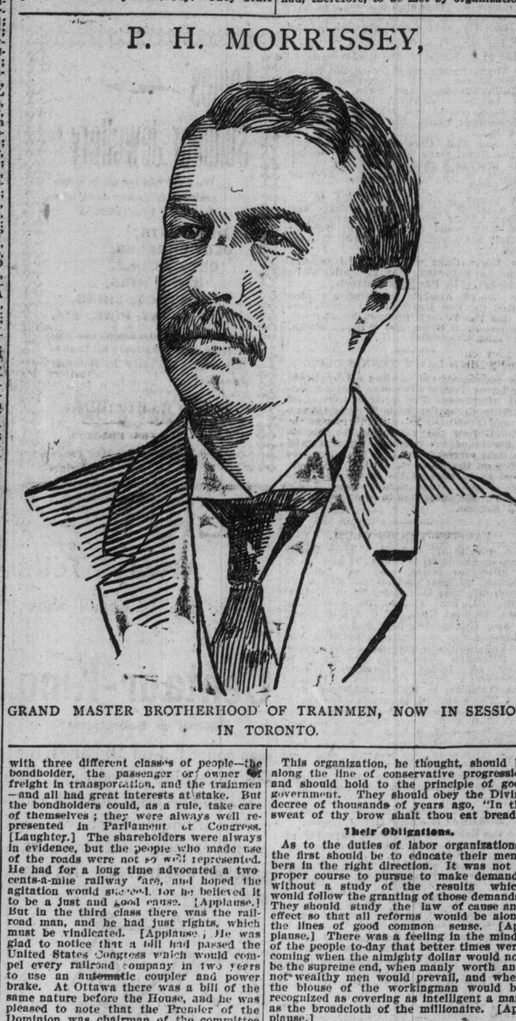
Thomas H. French, who died at Brooklyn, N.Y., had a seventh interest in seven Toronto houses, worth $4000, and he willed it to his immediate relative.

During the service of vespers on Sunday evening in St. Mary's Church, Bathurst-street, 30 young girls were enrolled in the Sodality of the Holy Angels by Vicar-General McCann.

E. A. Anderson, B.A., and J. D. McCallum, B.A., were ordained yesterday morning at the chapel, Trinity College. Professor Cayley preached the sermon and the Provost also assisted.

For this week, the McCready Company are offering some wonderful bargains in their famous bicycles, also on all lines of sporting goods. If you're after something good at low figures, don't miss this sale.

One of the greatest blessings to parents is Mother Graves' Worm Exterminator. It effectually expels worms and gives health in a marvelous manner to the little one.



GRAND MASTER BROTHERHOOD OF TRAINMEN, NOW IN SESSION IN TORONTO.

AT MASSEY HALL.

The Brotherhood Gathered to Listen to Words of Welcome to Toronto.

In the evening at Massey Hall it must be said the audience was a disappointing one. Whether it can or cannot be ascribed to lack of advertising, it could not be from a lack of appreciation of the aims and merits of the organization, it must be confessed that as far as numbers could be reckoned as any evidence of the heartiness of the welcome, the visiting trainmen would not have felt it flowed. This unfavorable opinion though must have been removed by the cordial words of hospitality extended by the various gentlemen belonging to the city upon the platform. The large hall had been decorated with appropriate bunting, in other words, the Union Jack and "Old Glory" were found in conspicuous proximity to one another. It might also be said that the ragged and faded pieces of bunting placed up as the Flag of the Empire, appeared as though they had passed through a series of campaigns.

On the Platform.

The chair was taken by Mr. Robert Ironsides, prominent in railway union circles in this city, and on the platform were Ald. Scott, Ald. Hubbard, Ald. Preston, Mr. W. F. Maclean, M.P., Grand Master P. H. Morrissey, and the following other leading railway brotherhood men; Messrs. F. P. Sargent, W. G. Lee, F. W. Arnold, W. J. Cook, Val. Fitzpatrick, T. H. Dodge, C. N. Terrell, L. Rolfe, W. A. Sheahan, Charles Henthorne, R. Bustend, F. G. Sharpe, Thomas Hueston, A. B. Lowe, S. E. Wilkinson, S. C. Young, Ald. J. J. Graham, L. S. Coffin; and Messrs. George W. Dower and Isaac H. Sanderson, secretaries respectively of the Trades and Labor Councils of the Dominion and of Toronto; D. A. Carey, J. D. Sullivan and A. S. Smith.

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Mr. W. F. Maclean, M.P., was introduced as the laboring man's friend in Parliament, and accordingly met with a hearty reception. He joined in extending a welcome to the delegates and more especially to the ladies who had accompanied their husbands. He was certain they would long remember their visit to Toronto. If any man, he resumed, were indebted to organizations of trainmen, he believed that man was himself. He had the honor to represent a riding in Parliament by a majority of three, but if it had not been for his railroad friends in East York, where would he have been? As Canadians, he said, we believed we were here to stay; we believed there was room for Americans as well as for ourselves; we desired to see Americans flourish and prosper equally with ourselves. [Applause.] Canadians believed that there should be two free popular Governments on this continent, each working after a different method, but each having the same object—the elevation of the people and the advancement of human happiness. [Applause.] Americans visited us and when also a Canadian visited their neighbors they were always hospitably and cordially received. [Applause.] But now in this jubilee year there was not, he was sure, a single American citizen but would join with Canadians in doing honor to Her Majesty Queen Victoria. [Loud applause.]

Railroad Problems.

The speaker had himself taken some interest in railroad problems, both pertaining to Canada and to the United States. He believed these to be the most important questions of the present day. They dealt with three different classes of people—the bondholder, the passenger or owner of freight in transportation, and the trainmen—and all had great interests at stake. But the bondholders could, as a rule, take care of themselves; they were always well represented in Parliament or Congress. [Laughter.] The shareholders were always in evidence, but the people who made use of the roads were not so well represented. He had for a long time advocated a two cents-a-mile railway fare, and hoped the agitation would succeed, for he believed it to be a just and good cause. [Applause.] But in the third class there was the railroad man, and he had just rights, which must be vindicated. [Applause.] He was glad to notice that a bill had passed the United States Congress which would compel every railroad company in two years to use an automatic coupler and power brake. At Ottawa there was a bill of the same nature before the House, and he was pleased to note that the Premier of the Dominion was chairman of the committee which had the bill in charge, and that it would in all likelihood soon become the law of the land. [Applause.] He was pleased to be identified with such a scheme. There were other members of the House interested, and they intended to stick by it until it was law. [Applause.]

Both Wear Knickerbockers Now.

In some respects, Mr. Maclean resumed, in a mock-serious tone, the two peoples, the American and the British were growing more and more together. [Applause.] If there was one thing which the average American of 15 years ago was proud of it was in the fact that he wore long boots. That was done in order that nobody could see his legs. [Laughter.] The men were even more careful than the women in that respect. [Loud laughter and applause.] At the same time, the blooming Englishman, who landed with his knickerbockers, was scoffed at and jeered. But now the bicycle and the base ball had done their work, and the American and the blooming Englishman both wore knee breeches. [Applause.] This was so much the case that he was satisfied that if a deputation would wait upon Chauncey Depew to ask that the official trainmen's uniform be composed in part of knee-breeches, their request would be granted. Concluding, the member for East York, amid loud cheers, expressed the hope that on some subsequent occasion the acquaintance with the brotherhood would be resumed.

Ovation for the Grand Master

No sooner had the name of Grand Master P. H. Morrisey been mentioned than a tremendous cheer arose, and the enthusiastic Brotherhood men could not be quieted until for the space of two minutes that gentleman had endeavored to begin his address.

As soon as the boys would permit of it, the worthy Grand Master began a most able address by expressing, on behalf of the great brotherhood, his deep feeling of appreciation for the kind words of welcome extended to them. It needed no words from various representatives, he said, to know that the trainmen were welcome to the City of Toronto. Since they had come to the city hospitality had been expressed to them in a more substantial manner than by mere words; when they left it to return to their homes and to their various avocations, they would remember the meeting in Toronto as one of the brightest landmarks in the history of the Brotherhood of Railroad Trainmen. [Loud applause.]

Toronto itself was a railroad city, and among its best citizens were to be found railroad men. [Applause.] Any movement, he added, which had for its motive the betterment of mankind, or that would make labor more remunerative or oppression less powerful, must needs be for the common good of all.

Brotherhood of Man.

The present convention showed, among other things, the fraternal feeling existing between the laboring men. This feeling existed from the Orient to the Occident, and, whether a man was a British subject, and bowed submission to that great and good woman, Queen Victoria—[applause]—under the Union Jack—[applause]—or whether he were a Yankee, under the Stars and Stripes—[applause]—who thought himself the equal of any and all, they would draw nearer to one another, to benefit each other and to resist any encroachments upon their rights, from whatever direction they might come. It was this humane, this Christian, sentiment which had actuated the founders of the order represented there that night.

Triumphs of the Railways.

The railway, he resumed, was an essential of civilization; its introduction marked a new era; it had revolutionized transportation and had quickened civilization; the locomotive whistle had silenced the war-whoop of the savage and had transformed the desert into the commercial centre. Each railroad was like a human body, each organ having its use. From the president to the call-boy, and from the director to the clerk, each person played an important part. It required a vast army of intelligent and faithful employes to bring out the results desired. The business of railroading was one attended with great hazard. It required brain, brawn, and moral courage. No weak-kneed man who was afraid to lose a finger in the company's service was of any use, and the man whose teeth chattered in the face of danger would make a better politician than railway man.

This sally turned all eyes upon Mr. Maclean, who laughed heartily.

The Strength of Union.

The brotherhoods, he went on, gave to the individual in his weakness the strength of their combined effort and waged unrelenting war upon those who would oppress the railway employe. The present day was one of combinations of capital, and in every way money was king and everybody was racing after it. Organization had, therefore, to be met by organization. This organization, he thought, should be along the line of conservative progression and should hold to the principle of good government. They should obey the Divine decree of thousands of years ago, "In the sweat of thy brow shalt thou eat bread."

Their Obligations.

As to the duties of labor organizations, the first should be to educate their members in the right direction. It was not a proper course to pursue to make demands without a study of the results which would follow the granting of those demands. They should study the law of cause and effect so that all reforms would be along the lines of good common sense. [Applause.] There was a feeling in the minds of the people to-day that better times were coming when the almighty dollar would not be the supreme end, when manly worth and not wealthy men would prevail, and when the blouse of the workingman would be recognized as covering as intelligent a man as the broadcloth of the millionaire. [Applause.]

The members of labor organizations taught the principles of the Christian religion, and also that all of the necessities and as many as possible of the pleasures of life were necessary for every man's well-being. Every want in the material, moral and spiritual life had to be attended to, but a man's material wants must be satisfied before you could minister to those of his spiritual make-up. If it was ever expected to fill heaven and to depopulate hell we had to see to it that wants of the body, that environments of the immortal soul, were looked after. [Loud applause.]

As to the Employers.

The Brotherhood were not at war with their employers. They respected them and were willing to do all they could to help them. Their platform, while not forgetting their own rights, was one of peace and recognition of the rights of others. The Canadian and American workman was not in the disorganized, demoralized and hopeless straits in which Carlyle found the laboring classes of France in his day. To this condition the American workmen could never descend; his greatest protection was in the organization of labor, and it would remain so as long as the members believe in the principles of benevolence, sobriety and industry as taught by the Brotherhood of Railroad Trainmen.

Civic Tributes.

Amid the applause which followed his brilliant peroration, the eloquent Grand Master was presented by Ald. Scott with a wreath bearing the inscription, "P. H. Morrissey, Grand Master." This was the signal for further applause, and Ald. Hubbard arose. He also extended a welcome to the Brotherhood and granted them the freedom of the city. "Do as you like in it," said he, "but remember we have one of the finest police force on the continent." [Laughter and cheers.]

More Eloquent Speeches.

Mr. D. A. Carey, in the course of as fine an address as was given during the evening, expressed the belief that after the presentation of the aims of the order had been so ably put forth by Grand Master Morrissey, there was no man present but would consider the labor unions were engaged in as noble a work as the Church of God. [Applause.] He welcomed the B. of L. T. on behalf of the local labor organizations.

Mr. F. B. Sargent, Grand Master of the B. of L. F., thought it might be considered a little out of place for a fireman to crowd himself into a place of the nature of the present one, but some of those present might remember how they had crowded him and he had generously given up part of his seat when they were crossing the plains of Arizona. [Applause.] He represented an organization which was the best friend that the brotherhood had in America or Canada. He congratulated the members upon the fact that their present leaders had brought the organization to be one of the most influential in the world. The organization he represented wished the B. of L. T. every success. The two bodies had always been closely affiliated. He brought greetings from the 24,000 knights of the scoop whose interest was the same as their own. The Brotherhood of Firemen were the same friends as they had proved when the trainmen were not as powerful as they were to-day. At a time when the storm had almost wrecked the Order of Firemen, too, the trainmen had come to their rescue, and the firemen had now reason to express appreciation of the kindness extended to them. [Applause.]

Ald. Preston was followed by Hon. L. S. Coffin, who met with a rousing reception. He called attention to the reasons for the organization of the first union of brakemen. It was held in an old box car. At that time no brakesman could get insured in any company of the United States, so they got together and agreed to insure themselves. Although they received small wages, yet in the time the trainmen had been organized they had paid out $4,000,000 in benefits. Continuing, he emphasized the fact that the sentiment of the United States was in favor of arbitration, and they would put out the Senators who had refused to endorse the treaty. "Look at these boys," said he, "they wouldn't fight each other." [Applause.]

Real Fraternity.

After this little diversion the hon. gentleman told how the trainmen were building up a home for disabled railroad men. In this they knew no difference of country, the money of Canada went over to the States and that of the States came over to Canada to help the widow and orphan of the brakesmen who were killed while at duty. It was just as uncommon to-day to see a railroad man a drunken man as it was 15 years ago to see a railroad man sober. The men with the total abstinence buttons now numbered 150,000. [Applause.] If a drunken railroad man was seen reeling along the street, it was a matter of certainty that he did not belong to the Brotherhood.

Another of the objects of the brotherhood was to bring about legislation that would procure pensions for disabled trainmen, or for their bereaved families. There were more trainmen killed each year in piling times of peace, than were killed in the whole eight years of the American War of Independence. He believed the trainmen required more courage than the soldier, and he spoke with all due respect, for he wore the Grand Army button himself. [Applause.] But the trainmen served the public faithfully at great risk of life and limb, without any hope of reward.

Mr Maclean Complimented.

Turning to Mr. Maclean, he said: "I am glad that this gentleman is in a place where he can exert his influence and heart with the railroad men." [Cheers.]

After deprecating the increase of Sunday labor, again addressing Mr. Maclean, he urged him not to push his 2-cent rate until he had his automatic coupler and power brake, as the railroad boys should first be looked after.

The speaker sat down amid applause. His Worship Mayor Fleming reiterated the welcome of the Aldermen, and the audience dispersed to the strains of "God Save the Queen," or "America," to suit the individual ear of the auditor.

At the Empress.

The following delegates of the Brotherhood of Railroad Trainmen are registered at the Empress Hotel:

Grant Wells, Pittsburgh, Pa.; Lewis E. Jennings, Drymont, Ind.; H. H. Rolin, Washington, D.C.; A.T. Cherry, Pittsburgh, Pa.; Peter Kelly and wife, Huron, S.D.; M. H. McClintock, Altoona, Pa.; A. D. Johnson, Mount Carmel, Ill.; J. P. Dougherty, Newberry, Pa., D. B. Yeager, Jersey Shore, Pa.; A. S. Morris and wife, St. Joe, Mo.; Thomas Shea, Pittsburgh, N.Y.; James Whalen, Whitehall, N.Y.; Andrew Simonds, Rutland