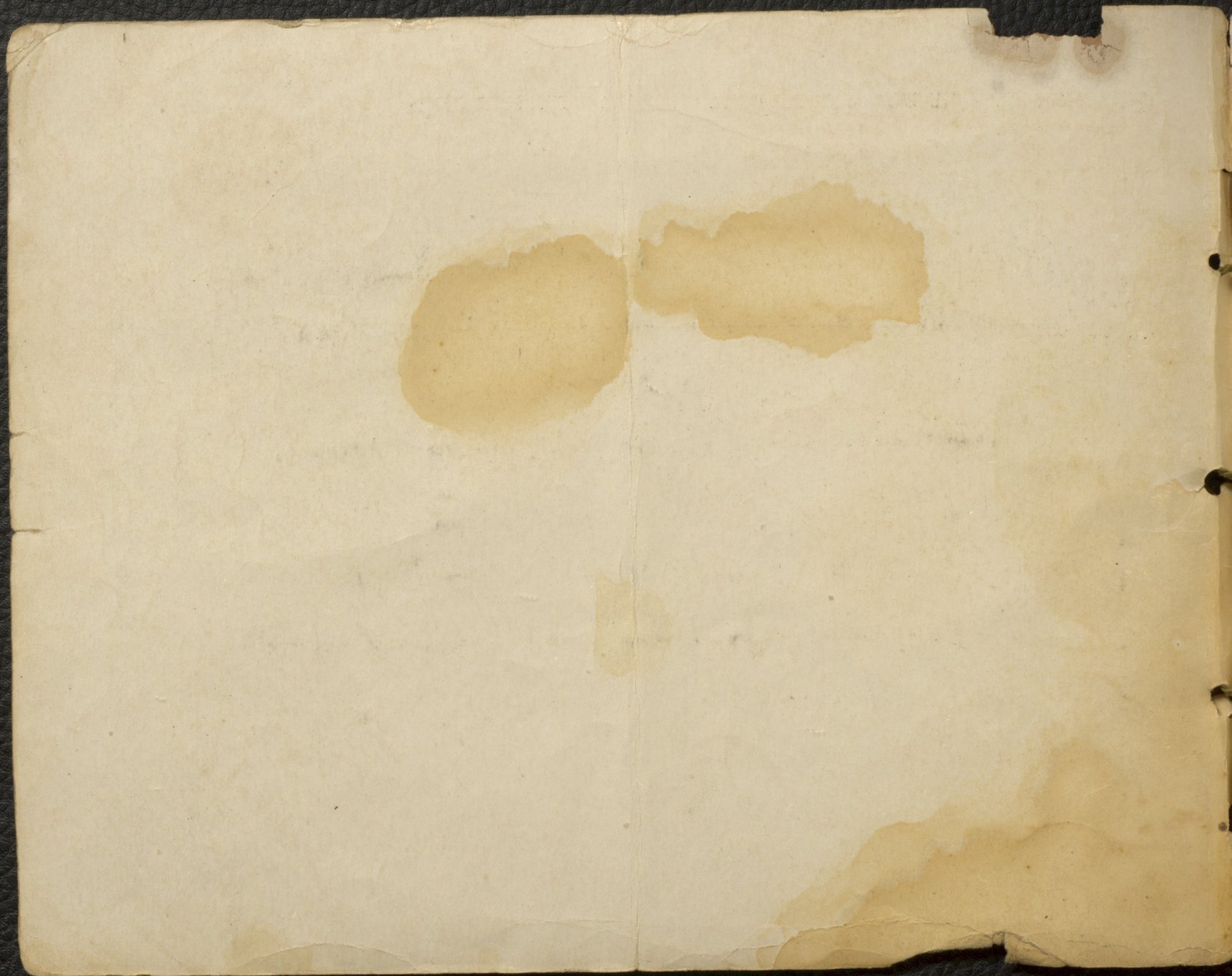




UNION MEETING
CANADIAN DIVISIONS
B. & N. E.

RIVIERE DU LOUP
JULY 4 · 5 · 6 · 1905



10.63

Union Meeting Canadian Divisions
Brotherhood *of* Locomotive
Engineers

*July Four, Five and Six
Nineteen Hundred and Five*

R i v i e r e - D u - L o u p

D. Marier, Councillor.

Mr. A. F. Fortier, Mayor.

S. Belle, Councillor.



T. Le Bel, Councillor.

A. Pouliot, Councillor.

W. Lachance, Councillor.

J. A. Dugal, Councillor.



View of Riviere Du Loup.



RIVIERE-DU-LOUP



THE place at which the Canadian Division of the Grand International Brotherhood of Locomotive Engineers will hold their convention in 1905 is a well built and thriving town with a population of 6000, situated on the south shore of the St. Lawrence River, 115 miles east of the city of Quebec. Formerly the Eastern Terminus of the Grand Trunk Railway System, the station was called Riviere du Loup when that Railway was constructed in the "fifties" the name being taken from the river of the same name which passes through the town and empties into the St. Lawrence River near the "Point." When in 1850 the town was incorporated it was called Fraserville after Seigneur Fraser whose residence was here and as holder of the seigneurie was lord of the manor. In 1879 the Canadian Government assumed control of that portion of the Grand Trunk Railway between Levis and Riviere du Loup, since which time it has been operated by the Intercolonial Railway; the station name, Riviere du Loup, has always been retained and gradually the town has become known more by that name than Fraserville.

A divisional point for the Intercolonial Railway, the northern terminus of the Temiscouata Railway and a port of call for the steamers of the Richelieu & Ontario Navigation Co., the town enjoys exceptionally good transportation facilities.

In the vicinity of the station lies the principal business portion of the town, the repair shops, etc., of the Intercolonial and Temiscouata Railways and the homes of many of the residents who are connected with the railways; close to the station from the I. C. R. bridge spanning the Riviere du Loup, a magnificent view can be had of the water falls on that river, ninety-six feet in height; the power obtained from the falls is utilized by the Fraserville Company to supply the town with electricity and to operate the well equipped pulp mill owned by the same Company.

On descending the hill from the station the residential portion of the town is reached. Riviere du Loup is the chief town of Temiscouata County and here are located the court house, registry office and other public offices; the post-office, a fine stone building, the "Hotel de Ville" and Market, recently built by the town. There are also many fine private residences, among them that of the present Seigneur Fraser, a descendent of the first Seigneur after whom the town was named. A tour of inspection of the busy factory of the St. Lawrence Furniture Company employing some 80 hands, and of the mills of the Riviere du Loup Pulp Co., will be of interest to the visitor; both of these enterprises have been established within the last three years and, having proved highly successful, have tended in no small way to contribute to the present era of prosperity which the town is enjoying.

Some three miles distant from the Station are situated Riviere du Loup Wharf or the "Point," as it is generally called, and Notre Dame du Portage. Both these places are well and favorably known as healthful summer resorts. Cacouna, another famous summer resort, lies three miles easterly from the Point. At all these places will be seen many picturesque and imposing summer residences owned and occupied each season by prominent citizens of Montreal, Ottawa, Quebec and other Canadian and American cities; at Notre Dame is the summer residence for many seasons occupied by the late Sir John MacDonald

and at Cacouna Sir Montague Allen, of Montreal, owns what is considered to be the finest summer residence on the Lower St. Lawrence.

The St. Lawrence River at the Point is 20 miles wide and at Cacouna 22 miles; about opposite, on the north shore, is Tadousac, another favorite summer resort; from the Point, L'Isle aux Lievres (Hare Island) and another small island the "Brandy Pots," will be seen, on the latter is a lighthouse and the name is a relic of olden days when smugglers, on their way from St. Pierre de Miquelon, sometimes found it convenient to put in at the little island and there bury for a time a portion of their cargo. Around this island is considered the safest anchorage on the St. Lawrence River below Quebec and here it was, many years ago, that the French and later the English fleets would anchor while waiting for fair wind; the first missionary sent to the colony landed near here and made it the meeting place between them and the Huron and Malachite tribes of Indians.

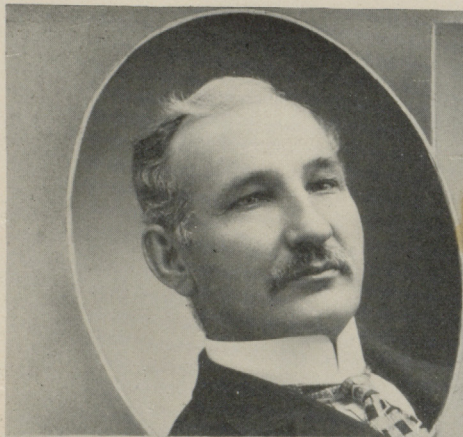
The Intercolonial Railway operates a branch line from the Station to Riviere du Loup Wharf from which place already quite a considerable export shipment of lumber is made. From twenty to thirty million feet of spruce lumber is each season shipped from the different mills along the Temiscouata Railway and loaded in vessels at the Wharf for export to the different European markets; at the present time extensive plans are under way to extend the Wharf to deep water, dredge the harbor and furnish additional tracks and other facilities, which, when completed, will greatly increase the shipments from this place and make it an important shipping point.

The corporation is now about finishing the installation of the water works, the water supply being obtained from Lake Hickson, about six miles west of the town. At the station end of the town are English Episcopal and Methodist Churches and two Catholic Churches are now in course of construction, one on either side of the river; in the lower portion of the town is another Episcopal Church and a large, handsome Catholic Church built of stone; there are also excellent schools and convents with modern buildings, a well built hospital and three banks have branch offices in the town—The Molsons Bank, Peoples Bank of Halifax and La Banque Nationale.

From the Point, at sunset on a summer evening, a magnificent view will present itself. From the shore of the mighty St. Lawrence River the beautifully situated town rises, and among the trees and bright foliage will be seen the spires of the churches, the pretty residences and squatting along the river bank the quaint huts of the Indians who are engaged in making their baskets and bead work for visitors to take home as souvenirs.

For residence or vacation no more desirable spot could be found than Riviere du Loup, excellent roads from the town to all the summer resorts make driving a pleasure. Trips by the steamers to Murray Bay and Tadousac and up the far famed Saguenay River to Chicoutimi can be daily made, the scenery along this river attracting each year many thousands of sight-seers from all parts of the continent, has truly been described as "a natural chasm cleft for sixty miles through the heart of a mountain wildness." Sportsmen eager for trout fishing or hunting moose, caribou and other game can visit the Temiscouata Lake, a fine sheet of water twenty-eight miles long, near Notre Dame du Lac, some fifty miles out from town on the Temiscouata Railway.

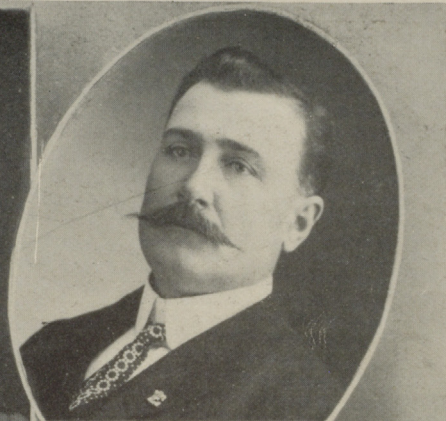
Jos. Scott.



Jas. Miller, Treasurer.



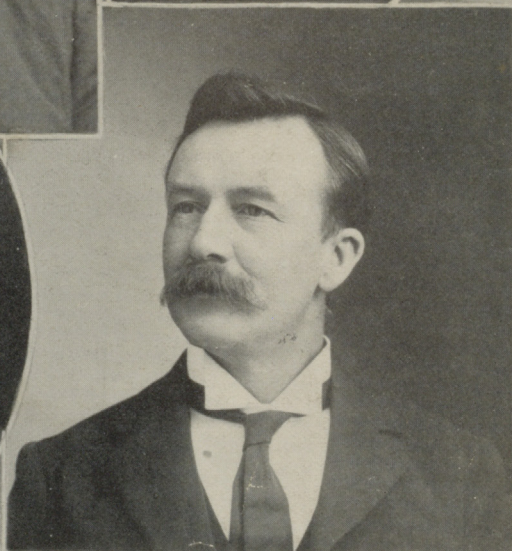
T. Berubec



J. R. Murphy, Chairman.



E. Ouellet, C. E.



F. W. Rioux, Sec'y.

D. B. Lindsay, General Manager.

Frank Grundy, President.

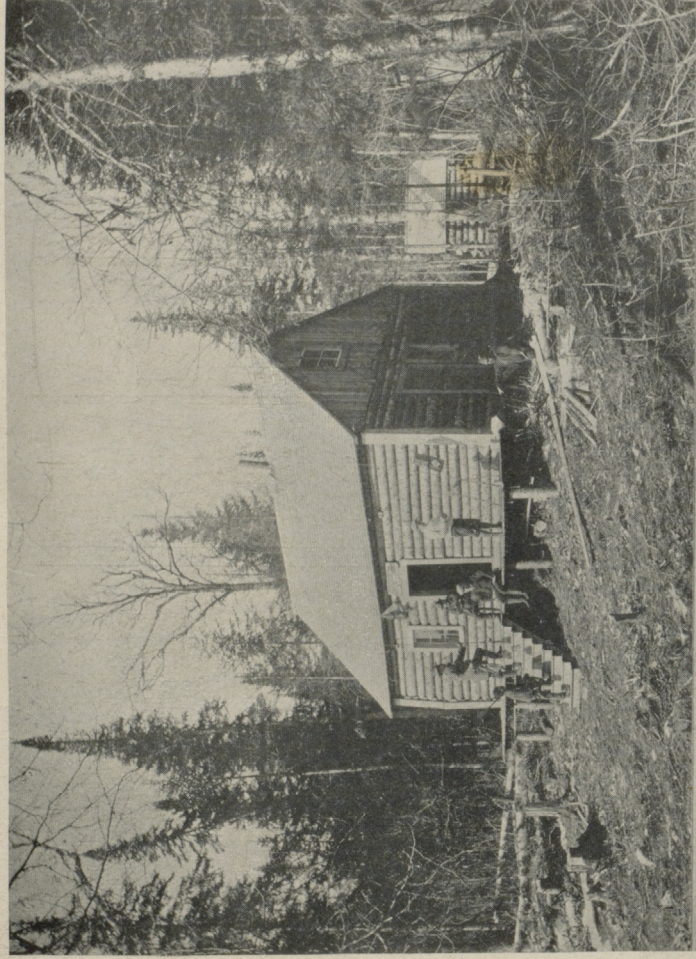


G. G. Grundy, Superintendent.

J. H. Walsh, Vice-President.
Officials of the Temiscouata Railway.

A. Steele, Director.

Sportsman's Camp on Lake Temiscouata—Temiscouata Railway.




On the Touladi River—Temiscouata Railway.



L'Ophir Hotel

L'OPHIR ...HOTEL



Riviere-du-Loup Station, P. Q.

A LIGHTING from the train, on your left, follow the asphalt walk and it will face you. Standard in every way. Magnificent rooms, hot and cold baths, mineral water from a lake seven miles out of town. Famous for its excellent table. Courteous service. Electric light, long distance and local telephones.

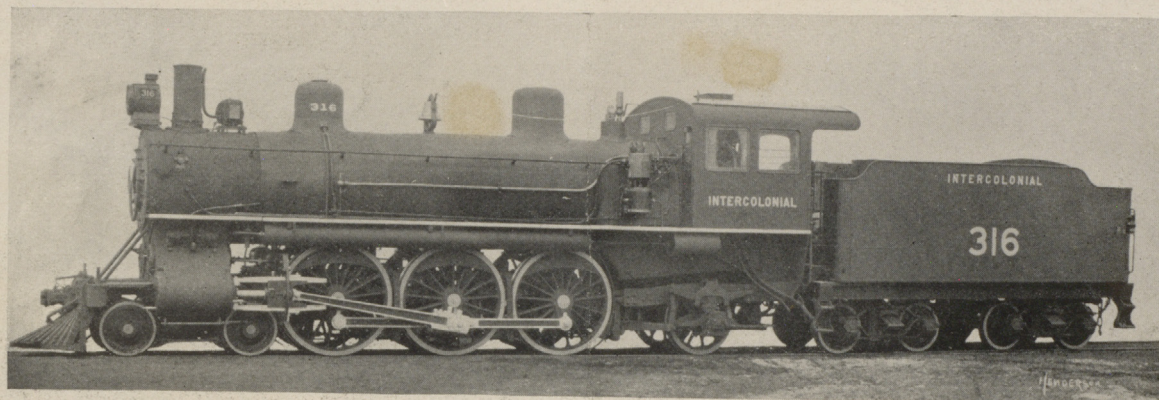
When in Riviere-du-Loup pay us a visit. Moderate charges.

ERNEST CHARETTE & COMPANY



Camp at Grande Fourche—Temiscouata Railway.

"KINGSTON ENGINES ARE GOOD ENGINES"



WEIGHT IN WORKING ORDER	187,000	DIAMETER OF CYLINDERS	21 in.
" ON DRIVERS	127,000	STROKE " "	28 in.
" OF TENDER	120,000	DIAMETER OF DRIVERS	72 in.
" OF ENGINE AND TENDER	307,000	WORKING PRESSURE	200 lbs.

THE BEST PASSENGER ENGINE IN CANADA.

Designed and Built for the Intercolonial Railway by

THE CANADIAN LOCOMOTIVE CO, LTD.

KINGSTON, ONTARIO.

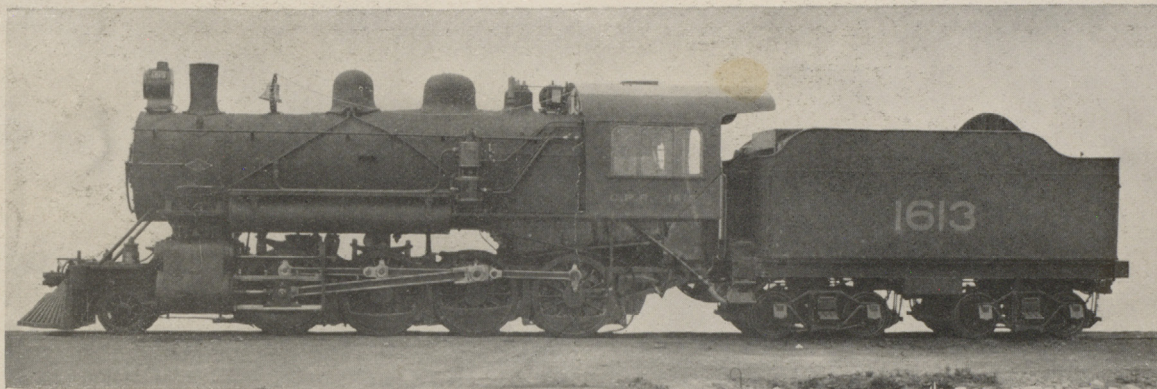
H. TANDY, Sup't.

"THE BEST ENGINES ON THE I. C. R. ARE KINGSTON ENGINES"



Meeting of the Waters of Metapedia.

"KINGSTON ENGINES ARE GOOD ENGINES"



WEIGHT IN WORKING ORDER	186,200	DIAMETER OF CYLINDERS	21 in.
" ON DRIVERS	163,675	STROKE " "	28 in.
" OF TENDER	113,400	DIAMETER OF DRIVERS	57 in.
" OF ENGINE AND TENDER	299,600	WORKING PRESSURE	200 lbs.

This Engine and nine others just like it are making Wonderful Records on the C. P. R. Over 18,000 ton miles per ton of coal.

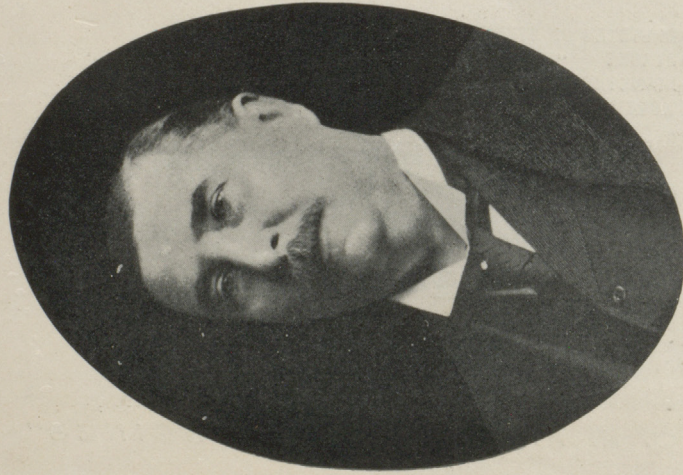
Designed by Mr. H. H. Vaughan, Sup't of Motive Power C. P. R., and Built by

THE CANADIAN LOCOMOTIVE CO., LTD.

KINGSTON, ONTARIO.

H. TANDY, Sup't.

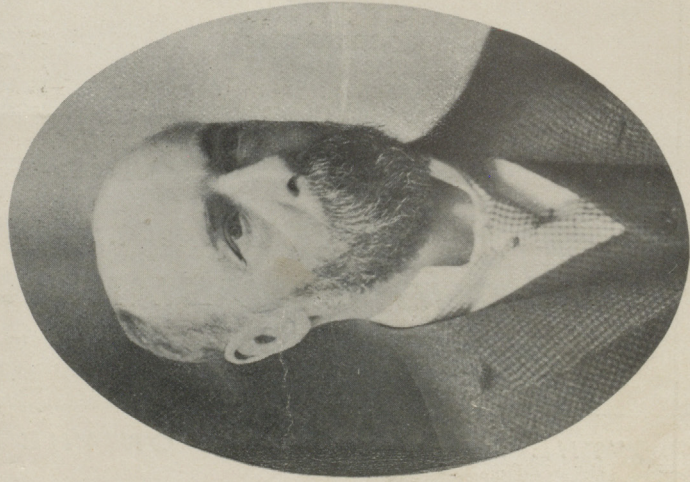
"THE BEST ENGINES ON THE C. P. R. ARE KINGSTON ENGINES"



E. Tiffin, General Traffic Manager, I. C. Ry.



F. J. Lozo, Esq., Master Mechanic, Montreal & Campbellton.



J. M. Lyons, Gen. Passenger and Ticket Agt., I. C. Ry.



W. A. Dube, Esq., Supt. Montreal and Ste. Flaiive Dist., I. C. Ry.

"KINGSTON ENGINES ARE GOOD ENGINES"



WEIGHT IN WORKING ORDER	165,800	DIAMETER OF CYLINDERS	21 in.
" ON DRIVERS	151,350	STROKE " "	28 in.
" OF TENDER	120,000	DIAMETER OF DRIVERS	56 in.
" OF ENGINE AND TENDER	285,800	WORKING PRESSURE	200 lbs.

This is one of the Big Freight Pullers on the I. C. R. Ask the Men in the Cab What They Think of Them.

Built for the Intercolonial Railway by

THE CANADIAN LOCOMOTIVE CO., LTD.

KINGSTON, ONTARIO.

H. TANDY, Sup't.

"THE BEST ENGINES ON THE I. C. R. ARE KINGSTON ENGINES"

Invitation to Union Meeting



Riviere
du Loup

Once more, in the pride of her coming,
Our summer steals tiptoe along.
The bees in our gardens are humming,
Our trees are all vocal with song,
And up from our hearts comes a greeting
For all, most fraternally true,
Who'll come to the grand Union Meeting
We'll hold here in River du Loo.

Come boys from each hill top and valley,
Come girls in your virtue and bloom,
And join in your annual rally,
Away from all bread-winning gloom.
We'll give you a surfeit of pleasure,
Our meeting you'll never forget;
While quaffing Joy's o'erflowing measure,
You'll all thank your stars that we've met.

Come here from the prairies and cities,
And enter Canadian doors,
We'll greet you with musical ditties;
Our hearts and our homes they are yours;
Our citizens all shall assist us
To give you a memorable time:
Come on! do not try to resist us,
We ask you in prose and in rhyme.

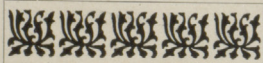
All Canada joins in the greeting
We send to you lads in the States,
To come to this annual meeting,
Quebec has thrown open her gates.
We care not what flag's o'er you floating,
We're brothers and sisters all true,
With hearts in expectant gloating
To have you at River du Loo.

We'll take you o'er bright sparkling waters
In steamships surprisingly grand,
As safe, with your wives and your daught-
As if you were seated on land. [ers,
We'll give you choice boating and fishing,
And pleasure of every degree,
And show you some sights you've been wish-
The whole of your lifetime to see. [ing

Come on, and kick care to the devil,
We'll meet you with banner and drum,
And fiddles and pipes—for the revel
We'll start just the moment you come—
And then for three days full of glory,
We'll cater profusely to you,
And give you a wonderful story
To tell of our River du Loo.

—Shandy McGuire.

Card of Thanks



THE thanks of the Committee of Arrangements are tendered to the many friends who, by their generous patronage of the advertising pages of this Souvenir, have materially contributed to the success of the Annual Meeting of Canadian Divisions this year.

The Committee are also deeply indebted to the generous contributions of the town of Fraserville, Temiscouata Railway, Mr. William Price and others.

To the Railway Companies and other friends who, at much trouble to themselves, have materially assisted in the arrangements, the Committee offer their hearty thanks.

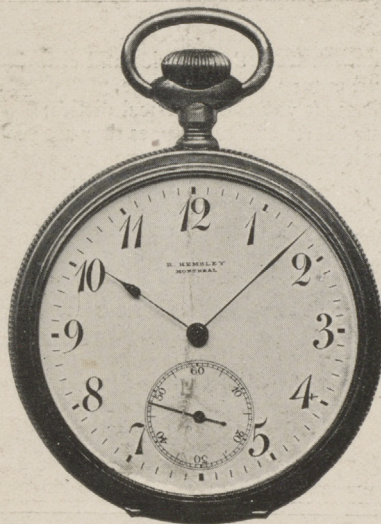
We have found that our Brotherhood has many friends, too numerous to mention each individually, and on behalf of our Brotherhood and selves, thanks to all.

Canada's Railroad Timepiece

R. Hemsley's

SPECIAL
RAILROAD
WATCHES

ARE MADE BY THE
LONGINES
WATCH CO.



They are tested and examined under the same stringent rules adopted at Kew Observatory by the British Government.

The Certificate of Rating accompanies every watch.

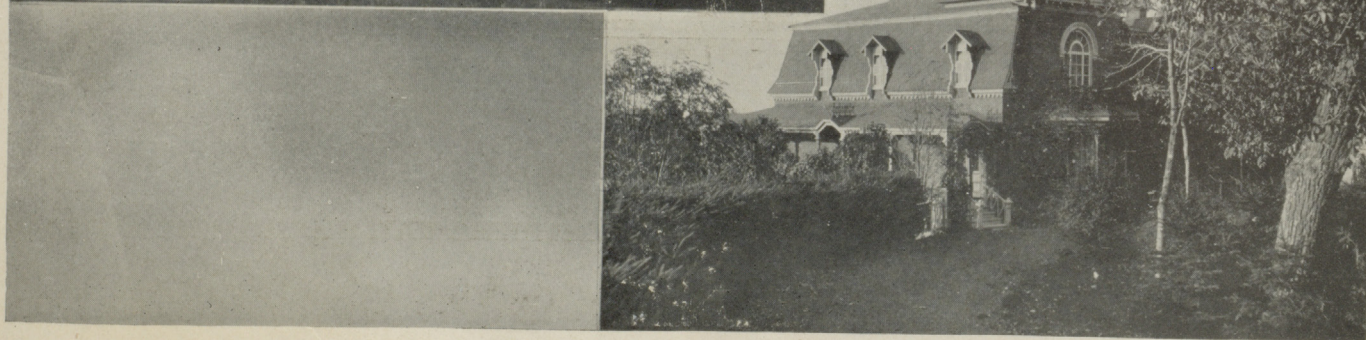
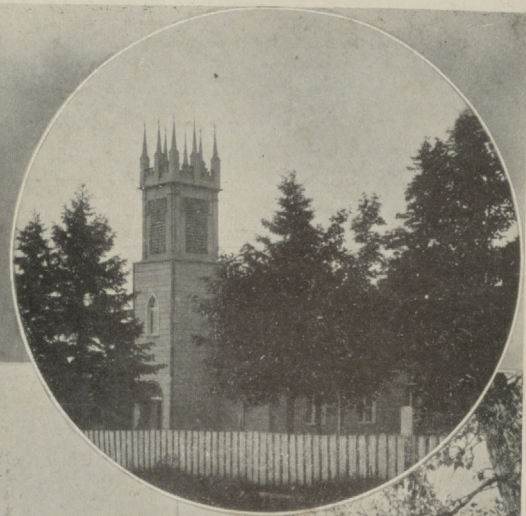
These watches are giving the best results on the railways today.

R. HEMSLEY, Official Watch Inspector
MONTREAL AND FARNHAM, P. Q.

Interior of R. C. Church, Fraserville.



Church of England.



The Lord of the Manor's Residence, Fraserville.

GALENA-SIGNAL OIL COMPANY

FRANKLIN, PENNSYLVANIA

☞ Sole manufacturers of the celebrated GALENA COACH, ENGINE and CAR OILS, and SIBLEY'S PERFECTION VALVE and SIGNAL OILS.

☞ Guarantee cost per thousand miles for from one to five years, when conditions warrant it.

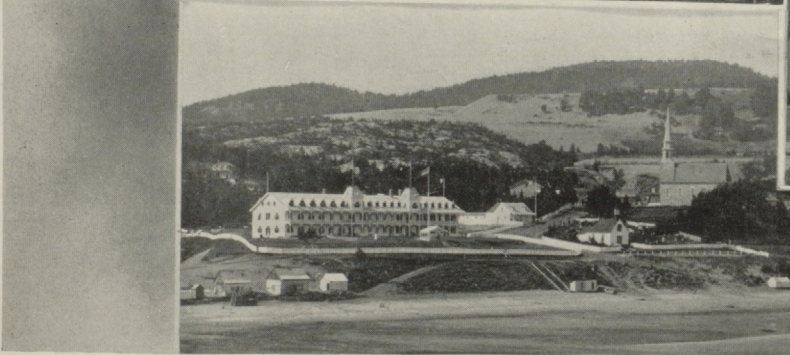
☞ Maintain expert department, which is an organization of skilled railway mechanics of wide and varied experience. Service of experts furnished free of charge to patrons interested in the economical use of oils.

Street Railway Lubrication a Specialty

☞ Please write home office for further particulars.

CHARLES MILLER, President

Palais de Justice, Fraserville.



Tadousac, Saguenay River.



The J. H. Pelletier's Jewelry Store, Fraserville, Quebec.
(Opposite Catholic Church.)

A Brief History of the Intercolonial Railway

IT is the purpose of this article to give a brief history of the Intercolonial Railway from its inception, fifty-two years ago, up to the present time, and it is hoped that those who are interested in the growth and progress of the People's Railway will find these figures of some interest. On the 14th day of September, 1853, at St. John, N. B., Lady Head turned the first sod of a line to be known as the European & North American Railway. The contractors, Messrs. Petó, Betts, Jackson & Brassey, whose contract provided for 108 miles of track running from St. John, New Brunswick, to Point du Chene, were obliged to suspend operations in 1854 owing to financial embarrassments, and on July 6th, 1856, the Government of New Brunswick purchased the road from them for the sum of \$438,000.00, and resumed construction, finally completing the work in 1860.

In the spring of 1854 the Legislature of Nova Scotia passed the Railway Act, authorizing a provincial loan to provide for the cost of construction of a steam railway between Halifax and Windsor. Operations were immediately commenced, the first sod being turned at Richmond, a suburb of Halifax, on the 13th of June of the same year, and the first section of the line from Richmond to Four Mile House was opened for traffic in February, 1855. The line was finally completed in December, 1858. This railway was under the management of a Commissioner, and was operated by him on account of the Government of the Province.

After the completion of the European & North American Line no railway construction work of any importance was undertaken in the Lower Provinces until the fall of 1864, when the Nova Scotia Railway commenced the building of a line between Truro and Pictou Landing, a distance of 52 miles. The ceremony of breaking ground on this line was performed at New Glasgow on the 30th of November, 1864, but the line was not opened for traffic until the 31st of May, 1867. On the 1st of July, 1867, the lines comprising what was known as the Nova Scotia Railway were as follows: Halifax to Truro, 61 miles; Windsor Junction to Windsor, 32 miles, or a total of 93 miles. In addition to this was the line Truro to Pictou Landing, which as stated above, was opened for traffic on the 31st of May, 1867.

One of the provisions of the Act of Confederation which consolidated the provinces of Canada, Nova Scotia and New Brunswick into the Dominion of Canada was that a railway should be constructed which would provide a means of communication between the upper and lower provinces; and after the formation of the Dominion Government instructions were issued (on the 8th of July, 1867) for the location of that portion of the line lying between Amherst and Truro. The construction and management of the railway until completed were placed in the hands of a commission, by Order-in-Council of the 11th of December, 1868, under authority of 31 Victoria, Chapter 13, 3. At about the same time what was known as the eastern extension of the European & North American Railway was being built between Painsec Junction, 97 miles from

St. John, and the Missiquash River, which forms the boundary between the two provinces of Nova Scotia and New Brunswick, the total distance of the proposed extension being $37\frac{1}{4}$ miles. This line was built by an English firm with the assistance of subsidies voted by the New Brunswick Government prior to Confederation, and the Government of the Dominion of Canada having decided to incorporate the road into the general scheme of the Intercolonial Railway, arrangements were made by which, pending the completion of the Intercolonial between Amherst and Truro, the working of the Eastern extension should be performed by the Department of Public Works, and on the 11th of November, 1869, the completed section of the line between Painsec Junction and Dorchester, a distance of 20 miles, was transferred to the charge of the Government Superintendent of Railways in New Brunswick, the other sections as completed being also transferred to the charge of that officer, and the records show that regular trains were running on the section between Painsec Junction and Amherst on December 4th, 1871.

On the 9th of November, 1872, all the Government Railways in Nova Scotia and New Brunswick, comprising the following lines: The Nova Scotia Railway, 145 miles; the Intercolonial Railway, 118 miles; the European & North American Railway, 108 miles; total 375 miles, were consolidated under the name of the Intercolonial Railway. On Monday, the 11th of September, 1872, the first train was run over the line between Truro and Amherst, and that day saw the establishment of the through all rail line between Halifax and St. John. In the meantime, however, the Windsor Branch, from Windsor Junction to Windsor, a distance of 32 miles, was leased to the Windsor & Annapolis Railway, so that the Intercolonial Railway simply comprised the direct line between Halifax and St. John, with Branches running from Painsec Junction to Point du Chene and Truro to Pictou Landing. It will be seen that up to 1872 the provisions of the British North American Act were only partially complied with and that the lower provinces had, as yet, no communication with Quebec. The first step in this direction was taken in August, 1874, when a line between Riviere du Loup and Ste. Flavie, a distance of 86 miles, was built, as the records show, "by the Dominion Government, in accordance with the provision in the British North American Act." In the meantime work on the connecting link between this isolated section of the line and the Intercolonial Railway proper was being prosecuted, and on the first of July, 1876, the line between Ste. Flavie and Moncton, a distance of 290 miles, was opened for traffic as a part of the Intercolonial Railway, providing a through line between Riviere du Loup and Halifax.

In Sanford Fleming's "Intercolonial History" we find the following passage: "In 1852 Canada incorporated the Grand Trunk Railway Company with a provincial guarantee for the construction of a line from Sarnia, Ontario, to Trois Pistoles, P. Q., 153 miles east of Quebec. The section to St. Thomas, near Montmagny, was finished in 1855; to Riviere du Loup, about 120 miles from Quebec, in 1860. The line was not continued to Trois Pistoles as origi-

Collingwood Schreiber, Deputy Minister and Chief
Engineer of Railways and Canals, Canada.

J. R. Joughins, Esq., Superintendent Motive
Power, I. C. Ry.



Hon. H. R. Emmerson,
Minister of Railways and Canals, Canada.

J. E. Price, Esq.,
General Superintendent I. C. Ry.

A BRIEF HISTORY OF THE INTERCOLONIAL RAILWAY—CONCLUDED.

nally intended and Riviere du Loup, accordingly, became the terminus of the Grand Trunk Railway." On the 13th of August, 1879, the government of the Dominion of Canada purchased from the Grand Trunk Railway that section of their line running between Riviere du Loup and Hadlow, a distance of 126 miles, and this was incorporated into the Intercolonial Railway System.

The next line to be acquired by the Intercolonial Railway was what was for a time known as the Eastern Extension Railway (running between New Glasgow and Mulgrave, a distance of 80 miles) which had been built by the Halifax and Cape Breton Railway Co. The section between New Glasgow and Antigonish, a distance of 40 miles, was opened for traffic in September, 1879, and the remaining 40 miles extending from Antigonish to the Strait of Canso, was opened in December, 1880. The Nova Scotia government purchased this railway from the company in the spring of 1883, and on the 9th of January, 1884, the federal government bought the road from the government of Nova Scotia, together with their rights on the Pictou Branch of the Intercolonial Railway. These rights consisted of running powers over that part of the Eastern Extension Railway between Truro and Pictou Landing.

During the period from 1884 to 1890 the Intercolonial Railway constructed several branch lines of more or less importance, notably the Dalhousie branch from Dalhousie Junction to Dalhousie, a distance of 7 miles, opened for traffic June 25th, 1884; the St. Charles branch from St. Charles Junction to Pointe Levis, a distance of 15 miles, opened for traffic July 21st, 1884; and the Dartmouth branch between Richmond and Dartmouth, a distance of 5 miles, which was opened for traffic January 6, 1885. The Indiantown branch between Derby Junction and Indiantown was opened for traffic December 1st, 1886. The Pictou town branch from Stellarton to Pictou, a distance of 14 miles, was built partly by the Dominion Government and partly by the Acadia Coal Co. and the Nova Scotia Coal Co., from whom sections were purchased to complete the Branch. The Dartmouth branch, which consisted primarily of 5 miles of track, crossed Halifax harbor by means of a bridge from Richmond to Tufts Cove, which was known as the "Narrows Bridge." During a severe storm on the night of September 7th, 1891, about 1100 feet of this bridge was swept away. The work of rebuilding was commenced immediately and the first train crossed the reconstructed bridge on November 18th, and work was finally completed on December 23rd, 1891. However, the Narrows Bridge was again washed away on the night of July 23rd, 1893, and to avoid the possibility of a recurrence, the Dartmouth branch, as it now exists, was built from Windsor Junction to Tufts Cove, a distance of 10½ miles, the bridge being abandoned as a means of communication between the two points.

In 1890, 72 miles of track were added to the Intercolonial system by the construction of what is known as the "Short Line" on the Oxford and New Glasgow division, running from Oxford Junction, a point on the main line of the Intercolonial Railway to Brown's Point. This line was opened for traffic on July 15th, 1890. Later in the year of 1890 there was opened for traffic between Sydney, North Sydney and Grand Narrows, a distance of 50 miles, a portion of the Cape Breton division of the Intercolonial Railway, and on January 1st, 1891, the connecting link between this division and the Intercolonial System was opened for traffic between Grand Narrows and Point Tupper, a distance of 46 miles, thus providing a line of railway between Halifax and Sydney. Suitable docks were built at Point Tupper on the Cape Breton side

and at Mulgrave on the mainland side of the Straits of Canso, and communication between the two was maintained by a ferry steamer which carried cars between these two points by means of barges. This ferry system is in operation at the present time, but the old fashioned barges and steamer have been replaced by a splendid new ferry steamer of great power. Tracks are laid on the decks of the ferry, and both passenger and freight cars can be transferred from one side of the Straits to the other, a distance of about one mile. This steamer, the "Scotia," can take on at one time 21 loaded freight cars or 10 passenger cars, and has a speed of 12 knots per hour.

One of the most important lines to be acquired by the Intercolonial was obtained by the purchase of the Drummond County Railway, with a mileage of 131 miles, extending from the western shore of the Chaudiere River to Ste. Rosalie. This line was leased from the Drummond County Railway Co. from the 1st of March, 1898, and was later purchased outright from that company. At the same time running rights were obtained from the Grand Trunk Railway System over that company's tracks from Ste. Rosalie to Montreal, a distance of 36 miles, thus establishing the Government Railway System as a through line from Halifax, St. John and the Sydneys to Montreal.

The only construction work of any importance carried out by the Intercolonial Railway from the time they became a Montreal line up to 1903, was the building of a spur line from Riviere Ouelle, 5 miles west of Riviere du Loup, to St. Denis Wharf, or Riviere Ouelle Wharf as it is now called, a point on the St. Lawrence River opposite the famous summer resort, Murray Bay. This branch is 6 miles long and was completed and opened for traffic in July, 1903. Communication between Riviere Ouelle Wharf and Murray Bay is maintained by a steamer which operates both winter and summer. The service is at present performed by a steamer controlled by the Dominion Government, this steamer being peculiarly adapted for winter navigation on the River St. Lawrence.

The last line to be absorbed by the Intercolonial was the Canada Eastern, which was acquired by purchase in 1904. This line extends from Loggieville, a point on the north shore of New Brunswick, to Fredericton on the St. John River, a distance of 125 miles, and intersects the Intercolonial Railway at Chatham Junction. It was built and formerly operated by a private individual, Mr. Alex. Gibson. The section of this line between Chatham Junction and Chatham, a distance of 9½ miles, was built in 1875. The line from Gibson to Chatham Junction, a distance of 108 miles, was built in 1884, and the line from Chatham to Loggieville, 4¾ miles, was constructed in 1894.

The following figures showing the tons of freight and the number of passengers carried by the Intercolonial Railway during the past 25 years are an indication of the growth of the business of the road. These figures show the total tons of freight and number of passengers carried during periods of five years:

	Tons of Freight Carried	Number of Passengers Carried
1879 to 1884	4,106,855	3,815,958
1884 to 1889	5,664,444	5,009,327
1889 to 1894	6,668,718	6,409,209
1894 to 1899	7,128,799	7,457,762
1899 to 1904	12,103,220	11,070,661



Grand River, Little Metis, Quebec.

Intercolonial Railway of Canada

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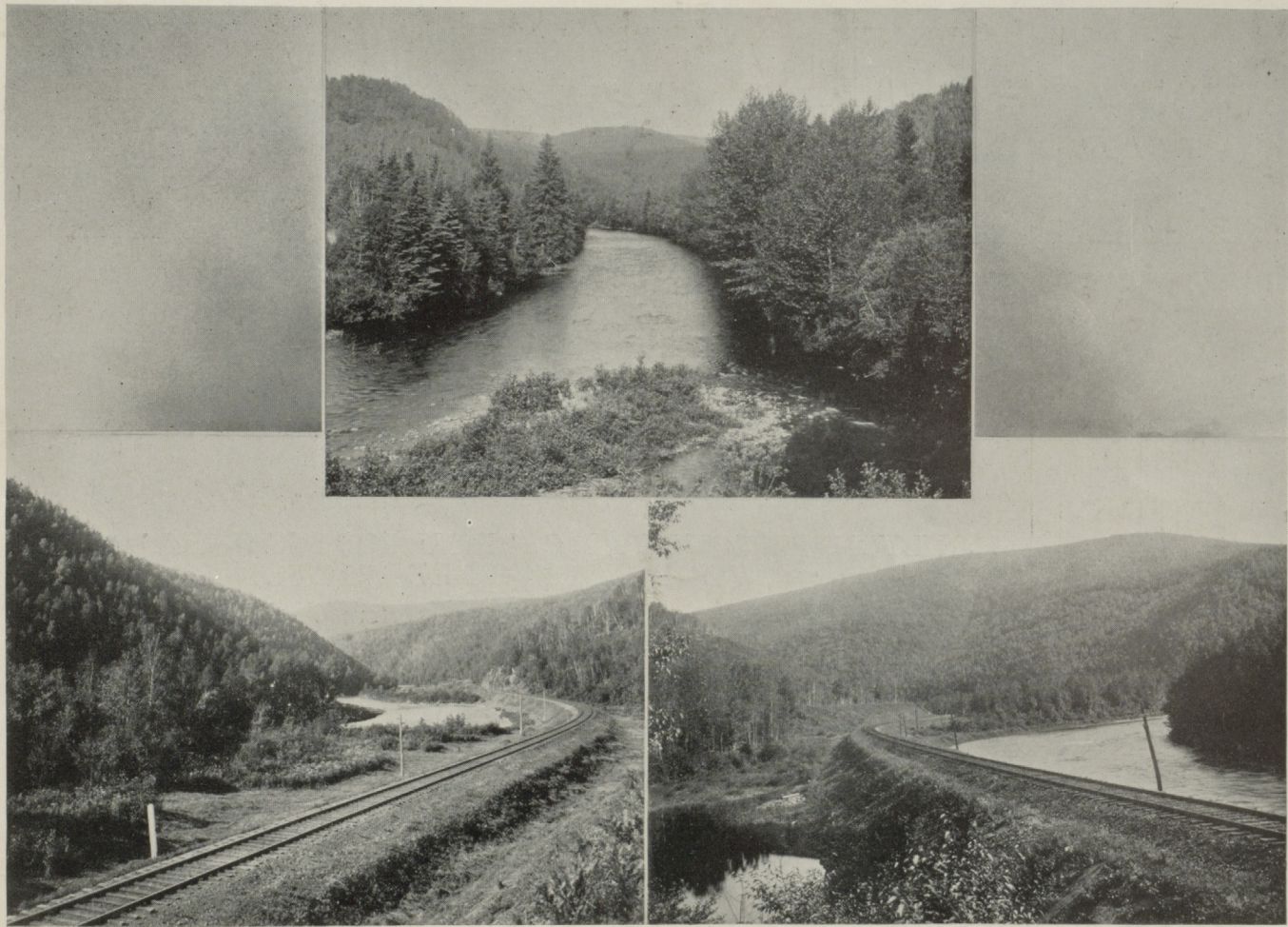
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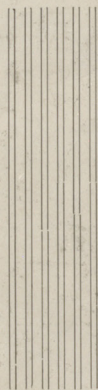
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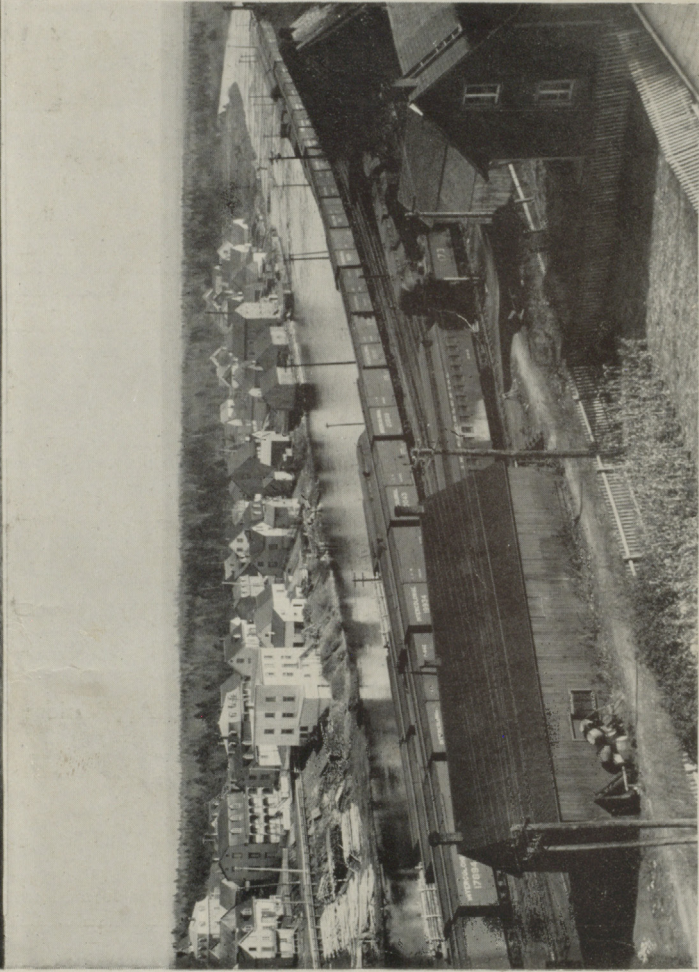
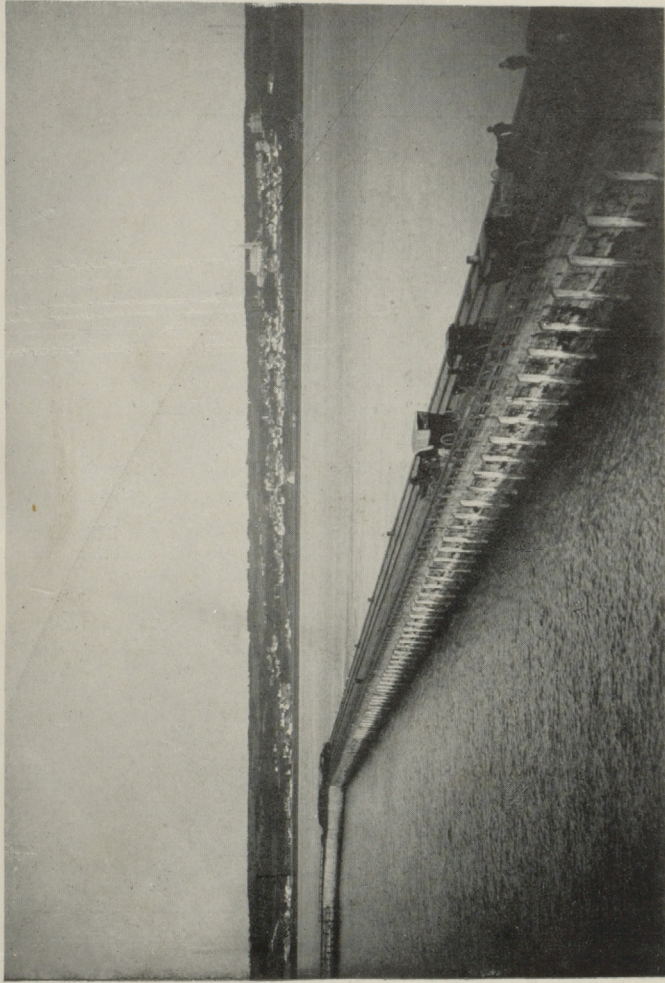
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The Brotherhood of Locomotive Engineers

IN April, 1863, a few engineers in the employ of the Michigan Central Railroad Company conceived the idea of forming an association to promote the welfare and interest of their profession and elevate their standing and character as men. With these objects in view, they assembled at the house of one of their number, in the city of Marshall, Mich. The result of their deliberation was the issuing of an invitation to the engineers employed on the adjacent roads to meet in the city of Detroit on the fifth day of May. In response to the invitation, at the appointed time ten delegates assembled, who, with but little formality in their organization, entered upon their duties, and, with the assistance of a few engineers residing in Detroit, a constitution and by-laws were presented and adopted, embodying the fundamental principles of our present organization.

The necessity of something further on the part of engineers than the common consent to become and remain members of the association so long as suited their own convenience became apparent to the minds of the delegates, and an obligation, as a bond of union, was formulated and unanimously adopted, and on the 8th day of May, 1863, twelve engineers joined hands and hearts, pledging themselves to support the constitution and by-laws, assist the needy and maintain the right.

Officers were elected, and Detroit Division No. 1, Brotherhood of the Footboard, stood forth as the pioneer in the great work of reformation and elevation of the locomotive engineers of this continent.

The work of organizing sub-divisions soon began, and in a short time there were twelve divisions formed, and, in accordance with previous arrangements, a call was issued for each division to send a delegate to meet at the hall of Detroit Division No. 1, on the 18th of August of the same year.

The result of their deliberation was the forming of the Grand National Division, Brotherhood of the Footboard; electing as the Grand Chief, William D. Robinson.

Like many other associations in their incipency, many important points were lost sight of, for the want of experience.

During the first year of its existence, forty-four sub-divisions were organized. On the 17th of August, 1864, the first convention was held in the city of Indianapolis, Ind., with forty-four division representatives, at which time the name and title of the organization was changed to its present one, making it international in character, so that all locomotive engineers, regardless of nationality, would be eligible.

The organization has been in existence, as a society, forty years, and during that time has gradually increased in numbers and importance; emerging almost silently from its original obscurity, until they now have 675 sub-divisions, com-

prising a membership of nine-tenths of the best locomotive engineers on this continent; and they have gained an enviable position by a strict adherence to their mottoes, "Sobriety, Truth, Justice and Morality," "Vigilance, not Violence," and "Do unto others as ye would that they should do unto you, and so fulfill the law." They stand aloof from all political bodies and sects and ignore all questions of creed and race, and look only to the improvement and protection of the locomotive engineers and their families.

At the convention held in the city of Boston, in November, 1866, the publication of a monthly journal, to be devoted exclusively to the interests of the profession, was authorized, and the first number was issued in January, 1867, composed of 16 pages; it now has 128 pages and has at the present time a circulation of 55,000, including among its subscribers residents of Europe and India.

On the third of December, 1867, there was established an insurance association, which pays to the heirs of deceased members, or to a member who is unfortunate enough to lose a hand, arm, limb, or eyesight, the full amount of the policy or policies held. Policies are for \$1,500, and a member may carry one, two or three, making \$1,500, \$3,000 or \$4,500. The cost of carrying one policy of \$1,500 is from 23 to 25 dollars a year. In the aggregate, \$12,000,000.00 have been paid to injured brothers and heirs of deceased members, besides disbursing out of their hard earnings, thirty-five to forty thousand dollars among the widows, orphans and needy of the Order at every convention.

A large number of the divisions have a weekly indemnity insurance, each having their own law, which vary in the amount of dues and indemnity. The weekly indemnity is usually about twelve dollars.

The organization has contracts with 957 of the Railroad Companies, which include nearly all the great trunk lines. These contracts embody rates of pay and rules and regulations governing overtime, treatment of the employees and for the prevention of unjust discharge or suspension.

Through the instrumentality of this organized effort, the remuneration for services has been greatly increased, overtime allowance properly adjusted, and the character of those who comprise it elevated and educated, and peace and harmony maintained between the employer and employee.

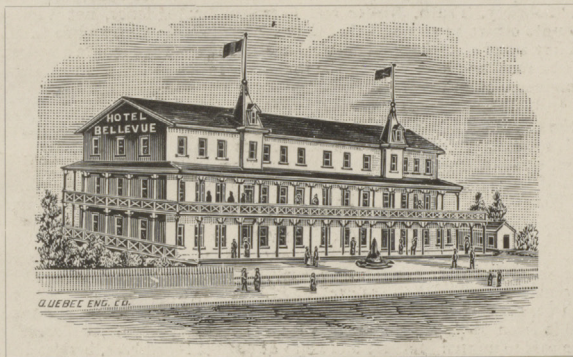
The Grand International Auxiliary to the B. of L. E., composed of the wives of members, was organized in Chicago, Ill., Oct. 16, 1887, with ten charter members, and from this small beginning they have established 352 sub-divisions with a total membership of over 13,000. They also have an insurance department with 7,000 members. Among their functions as aid to the B. of L. E. is their influence in bringing about good social relations, creating better fellowship, which augments common interest, adding strength to the ties of brotherhood.

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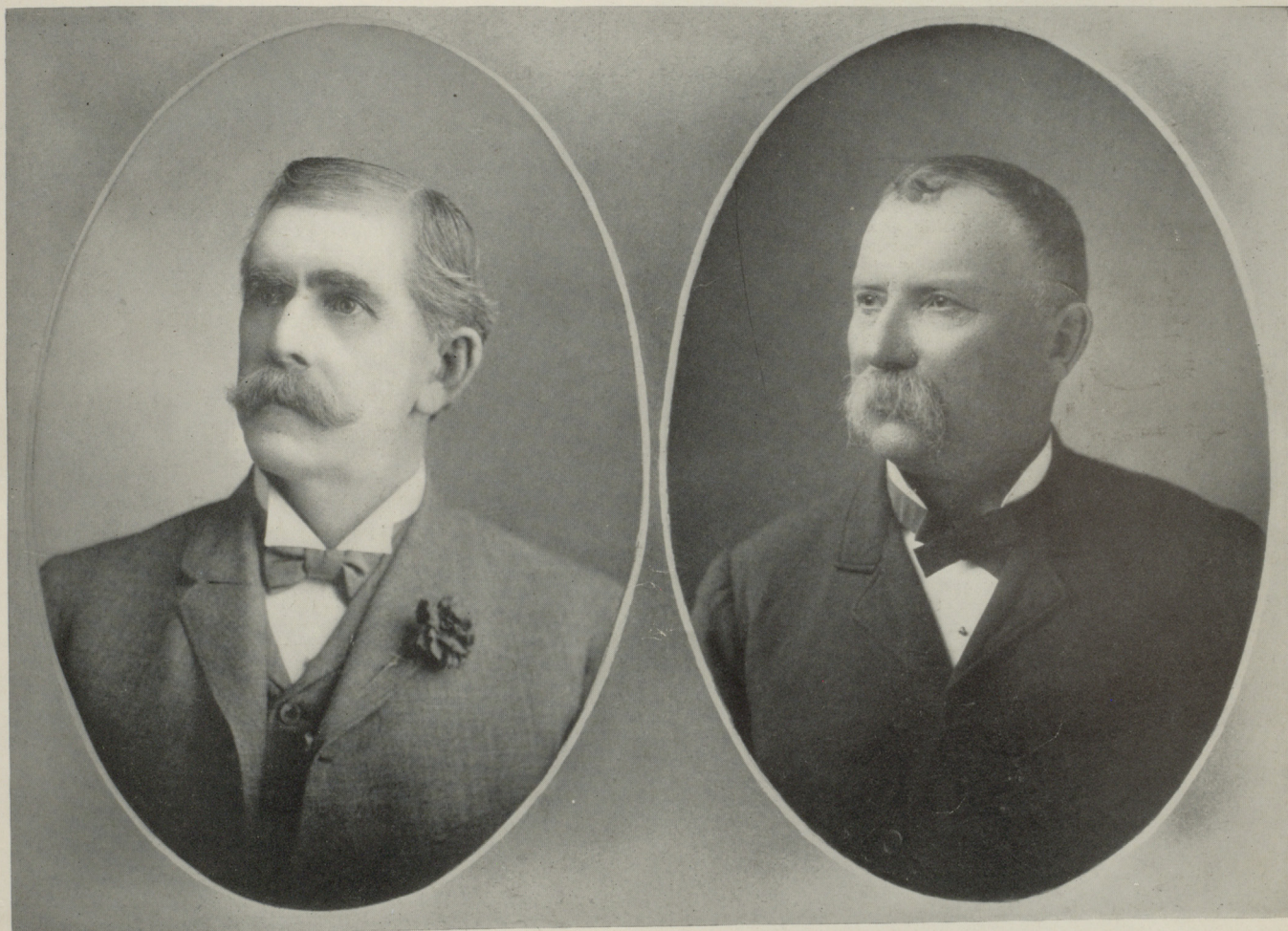
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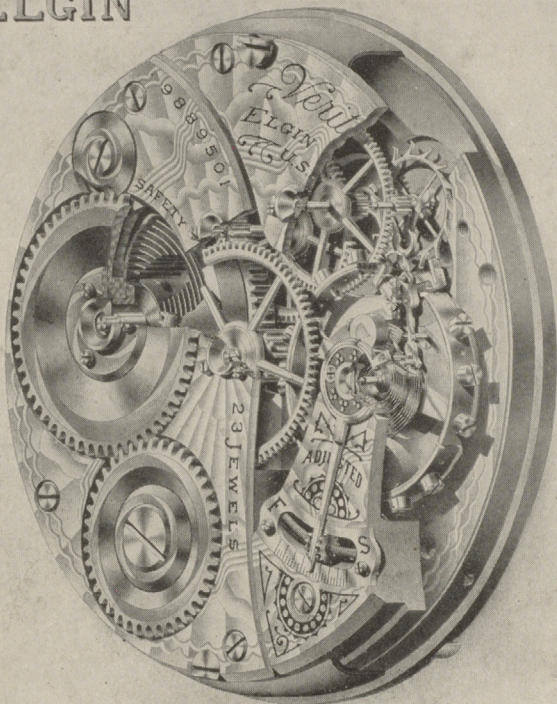
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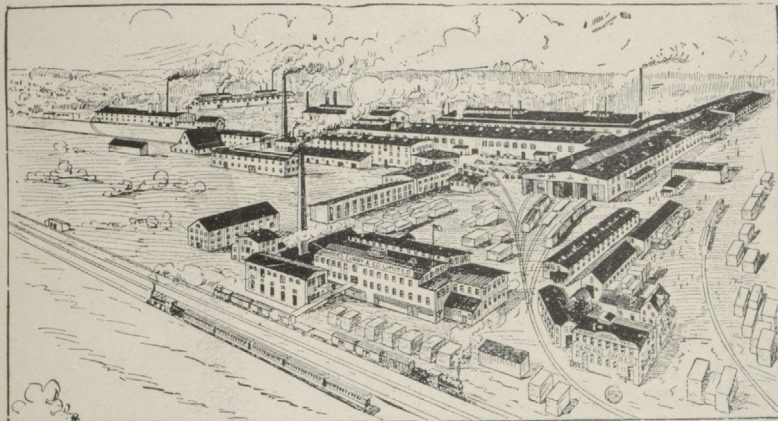
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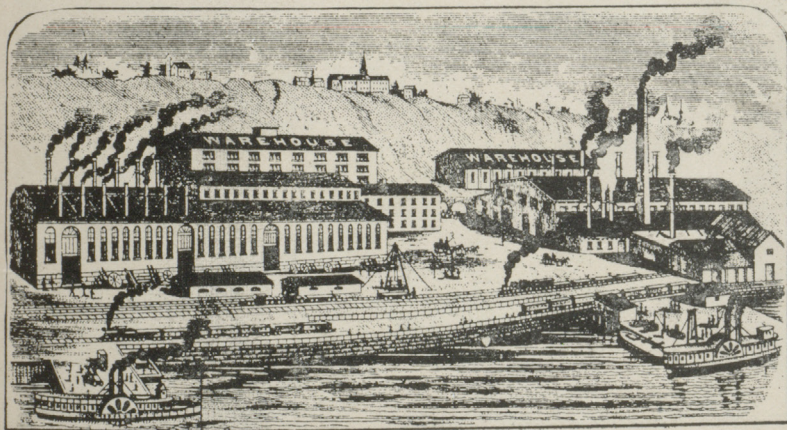
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
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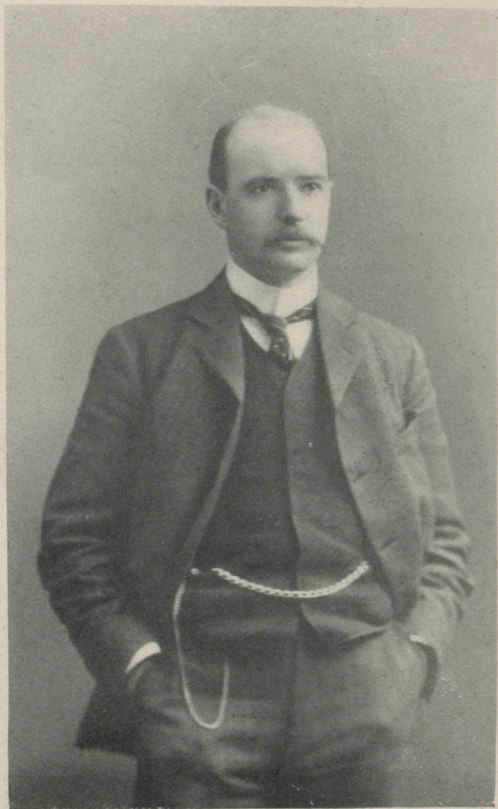
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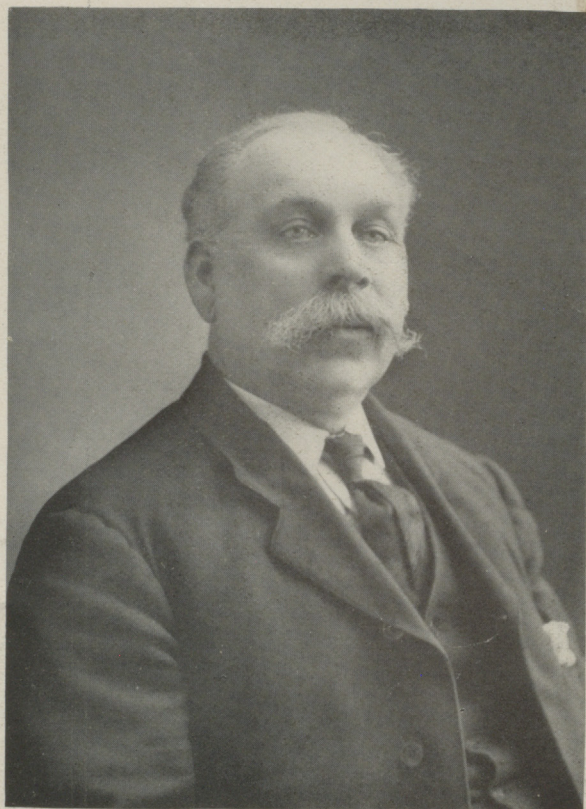
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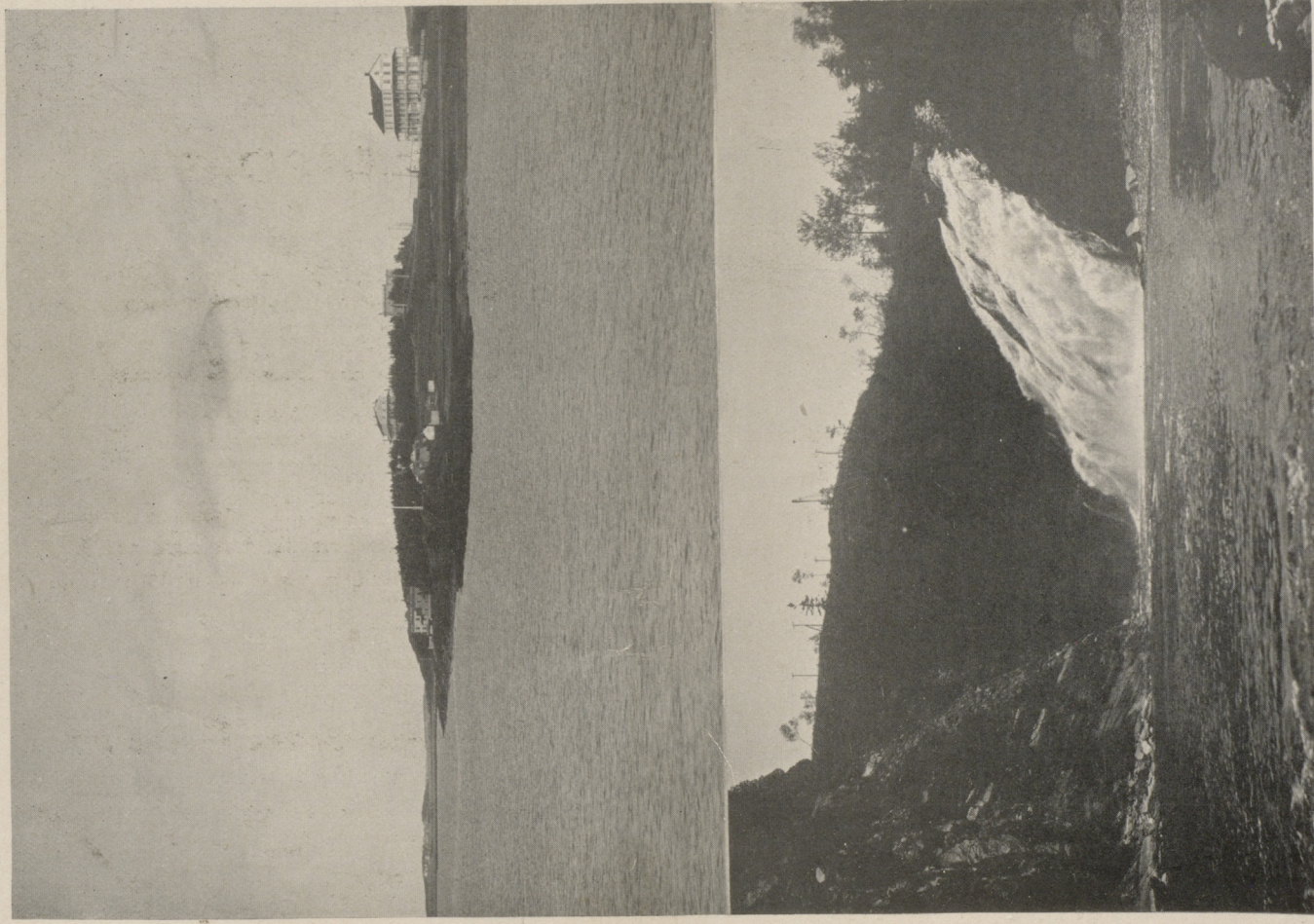
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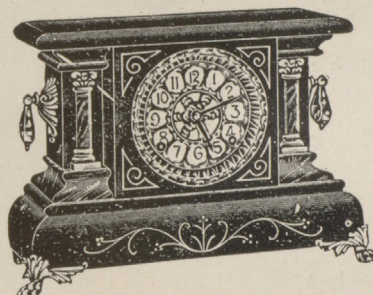
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
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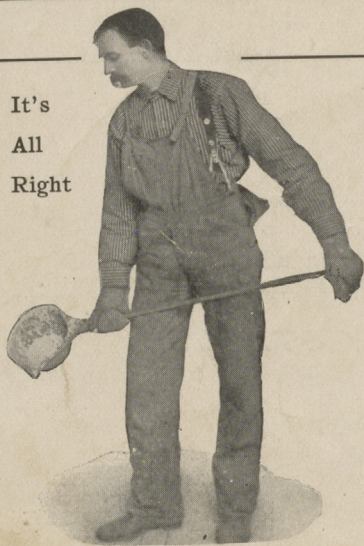
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