

THE MEN ELECTED.

SKETCHES OF THEIR LIVES.

INDUSTRIES REPRESENTED.

ACTIVE SOCIAL REFORMERS.

[FROM "DUNDEE WEEKLY NEWS" OF 27TH MAY.]

The announcement we now give of the candidates chosen by the readers of the *Weekly News* to represent the industrial classes of Scotland, north of England, and north of Ireland marks the first and in some ways the most important step in the scheme—the choice of good men to journey to the great Exhibition on the shores of Lake Michigan. We think we can confidently congratulate the readers on the selection, which as a whole, is as representative as the most sanguine could wish for within the limits by which such a scheme is necessarily circumscribed. We only wish we could have sent ten times the number—there has been such a plethora of good men—but even a Chancellor of the Exchequer with a big surplus would hold his breath at that. The only expedition of the kind from this country we know of was one to the Paris Exhibition. We question whether that scheme cost anything like the money that the *Weekly News* Expedition will do. From London to Paris is not much more than a twentieth of the distance between London and Chicago. A visit to the French Exhibition meant a visit to one city—Paris. A visit to the American Exhibition means visits to Chicago, Montreal, Toronto, Niagara, New York, Philadelphia, and other large places. Did these men see anything outside of the Paris Exhibition? And what facilities had they for making inquiry amongst people speaking a foreign tongue? The Exhibition at Chicago is only one item, and the people in America speak English.

In the opening announcement it was stated "the selection of representatives will be, subject to certain conditions, left to the judgment of readers themselves." The principal conditions were:—(1) that no trade and no locality should have an undue preponderance, but that in the membership of the Expedition due consideration should be given to the fairest possible representation, both in trade and geographical aspects; (2) that due consideration should be given to what is to be seen and learned in America; (3) that candidates on reduced list should have an opportunity of demonstrating their fitness to represent their fellow-workers, and to investigate and report on the conditions of labour amongst our kin beyond the sea. In the opening announcement it was also stated that "the agricultural and the mechanical industries should have at least one representative each." That both these industries will be well represented is apparent. At first it was intended that we should send two or three men only in addition to the two industries mentioned, but the enthusiasm in the scheme so far exceeded our anticipation that we decided to carry the scheme out on a much larger scale, and in its extended form we present it to-day.

To a considerable extent we go on the lines of the departmental division of the Exposition itself, which we have already given. But in making the classification, which should help us to arrive at the best possible representation, we have had the assistance and advice of able experts, who have not only served regular apprenticeships themselves, but have come in contact with nearly every trade, and been to all parts of the world. Then we have arranged for an able and thoroughly qualified conductor of large experience to accompany the Expedition, so that the members while travelling in the greatest possible comfort, and having all arrangements made for them, will not only by division of subjects for inquiry make the most of their opportunities but also have such leisure by methodical expenditure of their time as will make the trip of a holiday nature as well. As intimated also in a previous issue, Mr Frederick Thomson of this paper, who is now on his way to America, and due in New York to-day (Saturday), has gone to further facilitate matters, so that nothing may be left undone which can contribute to the Expedition being carried to a successful issue.

Agriculture, &c.

First of all, then, in the classification we took all the trades included or allied with the tilling of the soil. Without agriculture life on this globe would come to an end, and therefore every industry is dependent on this. The United States stands at the head of all the countries in the world, with an annual production of over £600,000,000; while the United Kingdom only takes sixth place. As everyone knows, we are indebted to America not only for breadstuffs, but also for beef, and the condition, therefore, of farming and farmworkers across the ocean must be of great interest not only to agriculturists, but also to readers generally.

JAMES TAYLOR.



(Portrait from Photograph by Taylor, Arbroath.)

James Taylor, of Raesmill, near Arbroath, the representative of this department, was born in 1864 on the farm of Whitebrae, near Forfar, of which his father was for nineteen years tenant. The Taylors removed in 1874 to Raesmill, on the Earl of Northesk's Ethie estate. The subject of the sketch received the greater part of his education at the Public School of Inverkeillor, of which the late Mr James Bower was teacher. There he received a good solid education, and after one year at the High School of Arbroath he was taken home to work on the farm. He was first instructed in farm book-keeping, next discharged the duties of cattle-man, and afterwards as ploughman became fully

qualified for every description of agricultural work. His father being unable through indisposition to manage the farm, appointed his son farm manager, but this did not imply that he should be done with manual labour. On the contrary, no one works harder, and he is ever ready to put his hand to anything. He is thoroughly versed in everything pertaining to a farm, "from the stock looking after to the clearing out of a pighouse," and the farm of Raesmill, in no small degree due to his industry and push, is known to be one of the best in the country. Thoroughly acquainted with the working and management of land, Mr Taylor recognises that in America he will find much worth inquiring into. He will devote special attention to all appliances connected with agriculture, note the differences that exist, and judge their merits. He will report on the breeding and raising of live stock, observe the condition of the farm labourer, and make every use of the opportunities that come in his way for the advantage of agriculture at home, and which can in any way promote the welfare of the farm servants.

ANDREW OSLER.



(From a Photograph by Mr Clark, Forfar.)

Mr Andrew Osler was born in the year 1841 on the farm of Mearns, on the Kinnordy Estate, near Kirriemuir—now famous as Thrums—which was tenanted by his father, the late Mr John Osler. For many years Mr Osler attended the school at Fashillock, but received the latter part of his education at Kirriemuir Parochial School. He then served an apprenticeship in the office of the late Mr G. B. Brand, solicitor and banker—his office training proving most useful to him in after years. Owing to his father's failing health, however, Mr Osler left his desk to follow the plough at his father's farm. In 1865 his father leased the farm of Kintyrie, also upon the Kinnordy estate, and Mr Osler was sent there as manager, and latterly he became tenant. Mr Osler has led a most useful public life notwithstanding his agricultural pursuits, for he was for several years a member of Kirriemuir Parochial Board, and in 1878 he was returned as a trustee of Kirriemuir Parish. He was also returned at the top of the poll at the Kirriemuir School Board election in 1882. Mr Osler, however, is best known in the district as secretary of the Kirriemuir Agricultural Association, to which Society he has acted as secretary for fifteen years. Mr Taylor is chosen as representative, as Mr Osler withdraws from competition for a place on the Expedition. He is, however, being sent part of the way with the Expedition to render assistance, and he leaves the party at Chicago on a special mission.

The following are the highest votes in the Second Ballot :-

ANDREW OSLER, Kintyrie, Kirriemuir,	1626
JAMES TAYLOR, Raesmill, Arbroath,	640
JOHN DUNCAN, Dundee,	533
NEIL M'LEAN, Paisley,	434
JAMES ALLAN, Glasgow,	422
A. BOWMAN, Glasgow,	331
W. T. REID, Dundee,	302
GEORGE ROSS, Keith,	247
HARRY HILL, Shian Bank, Scone,	222
ALEX. LOWE, Craig Home Farm,	166
W. HASTINGS, Ayr,	158

Mechanical Industries, &c.

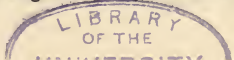
We next come to engineering and allied industries. Even the agriculturist does not manage to move far without the aid of the mechanic. The most primitive implement known—namely, the wooden plough—shows a striking mechanical advance from the spade, and now the agriculturist has got the mechanic to aid him in nearly every operation of cultivation, and has not only many labour-saving implements, but also steam, and in some parts electricity, at his command. There is hardly an industry, indeed, in which the mechanic does not play his part. Without him we could have no railways, no steamboats, no mills, no factories. In this department an engineer who has been through all branches of his trade heads the poll.

EBENEZER BENNETT.



(Photograph, by Electric Light, by Lyd. Sawyer, Newcastle.)

Ebenezer Bennett, engineer, Newcastle-on-Tyne, brings to the aid of this department an experience which amply justifies his selection. He is a Scotsman, having been born at Kirkcaldy in 1851. Having received the rudiments of knowledge at Abbotshall Parish School, he was entered as an apprentice for seven years to the Messrs J. J. Brown & Co. Kirkcaldy. This firm had a wide reputation for the production of general engineering work, and their speciality was printing machines. It was a splendid place for an energetic lad to learn his trade, and some of the men that it turned out rose to fill good positions. Not long after becoming a full-fledged journeyman, Mr Bennett was attracted to the Clyde, and he got employment in the workshops of Messrs Rankin & Blackmore, marine engineers, Greenock. His next employment was with Messrs Randolph & Elder, Glasgow, where he gained further experience regarding the construction of marine engines. Having decided to try his fortunes in England, Mr Bennett got employment with Messrs Clarke, Chapman, & Co, Gateshead-on-Tyne, general engineers and boiler-makers. With this firm he was engaged for eleven years, and for nearly half of that time filled the position of outside foreman, which gave him abundant opportunity of obtaining a general acquaintance with other



trades, as he had members of other trades under his personal supervision. Seven years ago Mr Bennett entered into the service of Messrs C. A. Parsons & Co., electrical engineers, and at present he has charge of the dynamo department of that firm. Such a varied experience makes him well fitted to inquire into engineering matters, and his knowledge of the handling of tools suggests to him the advantage of investigation into the cause why American tools are far ahead of English ones. Writing on this subject he says, "as the tool exhibits are almost certain to form a very important feature of the Chicago Exhibition, I think that the opportunity for investigation therein offered will be of the most favourable character. A little judicious inquiry might enable us to come to some conclusion as to whether this superiority is due to any superior sharpness on the part of American workmen in improving or adopting our old-fashioned tools, or whether it is that patents are more easily procured in the United States than in Britain, or that our cousins are quicker in seizing ideas to their own advantage." Mr Bennett, outwith the sphere of trade matters, has led a busy life, and he has been an active worker in various social movements. He has taken a leading part in the friendly society movement since he went to Tyneside. Becoming a member of the Order of Druids (Newcastle Equalisation District), he held the office of secretary for nine years, and for two years he was District Grand Master of that powerful body. In 1887 he succeeded, after much effort, in getting a Burns Club established at Gateshead. It is now a thriving institution, and Mr Bennett still retains the post of secretary. He has been also four years treasurer of the Newcastle Scottish Association. In addition to all this he is a man of first class character, a man who is held in respect both by master and workmen for his integrity as well as ability.

The highest votes in the Second Ballot were:—	
EBENEZER BENNETT, Newcastle,	545
WM. JOHNSTON, Newcastle,	497
ALEXANDER ANDERSON, Bonnybridge,	486
C. F. WHITE, Newcastle,	407
WM. M'LEOD, Glasgow,	403
JOHN M'EWAN, Glasgow,	399
JAMES RAMAGE, Greengairs,	361
NEWBY H. WILSON, Sunderland,	359
JAMES YOUNG, Kirriemuir,	355
THOMAS HAMILTON, Glengarnock,	350
ANDREW HALL, Dalmuir,	313
ANDREW M'CALL, Dundee,	301
WM. LAWRIE, Coatbridge,	290
WALTER S. COUPER, Glasgow,	257
JOHN BUCHANAN, Glasgow,	255
JAMES CRUICKSHANKS, Govan,	246
DAVID STEWART, Dundee,	244
JAMES PEATTIE, Tayport,	240

Mining, &c.

We come next to mining. Without mining we could have neither iron nor coal, and without coal engineering skill in the manipulation of iron would not have reached the high pitch of perfection it has now attained. Neither would we be able now without coal to be travelling so freely and rapidly by rail or sea as we do, or have such factories as we have. Without coal instead of six weeks an Expedition like ours would probably have occupied not less than four months in getting to Chicago and back. There is to be a large exhibit of mining appliances at the World's Fair, and between that and visits to a mining district we look forward to information which will benefit a large part of our population, whose occupation is not carried on under the most favourable conditions. It will be of special interest

to know how the American miner fares and how his lot compares with that of his kin on this side of the sea.

ROBERT A. MUIR.



(From Photograph by Messrs Prophet, Dundee.)

Robert A. Muir, who has been chosen to represent this section, was born in Dunfermline twenty-nine years ago, and brought up in the small village of Hill of Beath, which is the centre of the Fife coal field. At the age of thirteen years, he ran away from school, and was sent to the pit. The first job he got was to keep a trap door, then driving a pony, and haug on hutches at the foot of an incline. After a time he was sent to the colliery office for about three years, and then sent back to the pit again, and has been constantly employed in and about the pit since that time, and during that period he has been at all the different kinds of work about a pit, both below and above ground. Since he was about twenty years of age he has attended the evening classes held in Dunfermline High School, where he has been taught arithmetic, algebra, geometry, freehand drawing, chemistry, machine construction and drawing, mechanics, steam, and mining. When the Fife Mining School was opened in 1890 he was among the first to be enrolled, and in that year he won the first prize for mining and the first prize for mechanics. In the following year he was able to obtain a first-class certificate of competency for colliery management. In the beginning of the month of March this year he was again brought out of the pit in connection with the drawing out of the arrangements of a large new colliery which is being put down by the Fife Coal Company at Kely. This will be the largest colliery in Fife when completed, and probably the largest in Scotland. Mr Muir has visited most of the best collieries in Scotland. He is a man of varied accomplishments, and has a ready facility both with pen and pencil. The thorough grasp that he possesses of the practical and theoretical principle of mining is proved by excellent papers on "The Practical Application of Electricity to Mining" and "Coal Mining Past and Present." Speaking of the future of mining, Mr Muir points out in one of these papers that "there are large areas of coal below the sea which will require to be brought to shafts sunk on the land. This will require a special kind of haulage, and one which is now making rapid headway in mining matters—namely, electricity, will be called into requisition, because it is found that to put in ropes or chains heavy enough to do the work required there is a great amount of power absorbed in overcoming the friction of the heavy moving parts."

The following are the highest votes in the Second Ballot:—

R. A. MUIR, Hill of Beath,	1627
WILLIAM SIMPSON, Hill of Beath,	1010
WILLIAM HOLMAN, Cowdenbeath,	586
T. B. ANDERSON, Penicnik,	556
DAVID STODDART, Edinburgh,	525
WILLIAM M'ROBERTS, Carluke,	426
JAMES MURDOCH, Bellshill,	410
GEORGE M'MURDO, Cairn,	395
J. M'BRIDE, Airdrie,	333
JOHN SMART, Lochgelly,	294

Building, &c.

As far back as man's existence on this globe can be traced there are evidences of his being a house builder. At Chicago will be seen the greatest contrasts in house erection that have ever been brought together. There is to be an exhibit of the residences and buildings of all races, from the primitive huts of the South Sea Islanders to the Mammoth office buildings with a score or more storeys. In the Chicago buildings the engineer again plays a most prominent part, for these large piles are to a large extent constructed of iron and steel, like a series of bridges, or somewhat like the framework of an iron ship. By this method the stonework can be much lighter, as it bears a very small proportion of the weight of the building. Indeed, it is no uncommon thing to see the masons busy on the wall three or four storeys from the ground, while underneath nothing but a forest of iron columns and beams can be seen. In this department there are two representatives, but all the members of the Expedition will take an interest in the homes of the American people. Everyone is interested in having a healthy and comfortable and convenient house.

JOHN SINCLAIR.



(From a Photograph by R. Milne, Aboyne and Cambuslang.)

John Sinclair, mason, 8 Clydeford Terrace, Cambuslang, who has been elected to represent this department of labour is thirty-six years of age. He was born and brought up in Cambuslang, and was first sent to learn the trade of a blacksmith. Then he served an apprenticeship as a mason, and, as showing his adaptability, it may be mentioned that he has been employed for lengthy periods in both trades, though it is as a mason that most of his life has been employed. He is a man who can turn his hand to many things, and his taste for engineering and his capacity to use his

hands is evidenced by the construction of many ingenious contrivances. One of the employments of his leisure time was to construct a small locomotive engine which works admirably. The subject of horticulture is one on which Mr Sinclair is a keen enthusiast, and his fame as an amateur grower of flowers and fruits is known far beyond his native parish. When only thirteen years of age, with the help of a comrade he managed to erect a small greenhouse, and was rewarded in the following summer by securing three prizes at the local flower show—not a bad performance for a boy of fourteen. Since then Mr Sinclair has occupied a front place amongst amateur gardeners in the West of Scotland, and he has managed to carry off as many as thirty prizes in one season. He is an expert grower of vines, and at the great horticultural show in Glasgow took the first prize with his exhibit of grapes. As a man, Mr Sinclair is held in high respect for the great interest he manifests in religious, social, and philanthropic movements. He has appeared with success on the public platform, and has had considerable intercourse with various classes of people, a visit to the Paris Exhibition being amongst the experiences of his busy life.

The following are the highest votes in the Second Ballot:—

JOHN SINCLAIR, Cambuslang,	546
WILLIAM MITCHELL, Dundee,	386
JAMES FLEMING, Peebles,	242
JAMES DAVID, Dundee,	208
PETER CRUICSHANK, Peterhead,	120
ROBERT LENNIE, Airdrie,	119
MICHAEL HIRSON, Stockton,	151
JOHN CROLL, Aberdeen,	106

Woodwork, Furnishing, &c.

THOMAS LOGAN.



(From a Photograph by Ovinus Davis, Glasgow.)

Thomas Logan, 157 Shamrock Street, Glasgow, is thirty years of age, and a native of Glasgow. He learnt his trade with Messrs Wylie & Lochhead, and then proceeded to Manchester, where he was for a short time in the employ of Messrs Kendel & Milne. Returning to Glasgow, he entered the workshop of Messrs A. M'Kay & Co., art furniture makers, and he has now been in the employment of that firm for nearly eight years. Mr Logan's qualifications are of the highest. A man of irrefragable character, and esteemed for his genial nature, he has the reputation of being a first-class workman

while the honours he has won testify to the possession of exceptional talents, and show how diligently he has applied himself to acquire a thorough technical training. Mr Robert Donnan, art master, Kent Road Art Classes, Glasgow, has among others written a strong recommendation in favour of the successful candidate. Mr Logan's work at these classes during the last five years, we are informed, "has been characterised by ability and care very much above the usual standard. This is evidenced by the fact that every session he has been successful in winning prizes. Last session, in addition to local prizes, he succeeded in gaining two 'National Book Prizes' for modelling from the life and designing. These prizes are competed for by students from all parts of the country, and I consider the gaining of two to be the best evidence of ability a man could have." Mr Donnan concludes—"I am certain the *Dundee Weekly News* and the workmen of Scotland could not have a better representative." A perusal of the list of honours that have fallen to Mr Logan will strengthen this conviction. In Glasgow in 1889 he won first prize for modelling ornament, and at Glasgow, 1890, first prize for best design for surface decoration. The same year at South Kensington he gained a Queen's prize at the national competition open to Great Britain. At Glasgow in 1891 he had first prize for decoration, and in 1892 gained two prizes for modelling and design, also, as mentioned above, two national prizes at South Kensington for modelling from life and ornamental panel. Specimens of Mr Logan's artistic skill were shown at the Glasgow East End Exhibition, and at present he has a figure on exhibition at South Kensington, and a "Study of a Head" in the Glasgow Institute of the Fine Arts. Besides being master of his own trade, Mr Logan is qualified to speak with authority on sculpture, decoration, &c., while from his connection with art schools he will naturally take a deep interest in American technical institutions.

The following are the highest votes in the Second Ballot:—

THOMAS LOGAN, Glasgow, ..	..	..	1787
JAMES LENNOX, Beith, ..	..	..	978
PETER MEECHAN, Edinburgh, ..	..	..	982
A. B. FYFFE, Jun., Glendoick, ..	..	..	788
DAVID IRELAND, Dundee, ..	..	..	690
WM. LILBURN, Lochee, ..	..	..	545
H. M. BROWN, Beith, ..	..	..	510
THOS. CLARKE, Liverpool, ..	..	..	405
JAMES DEANS, Shotts, ..	..	..	398
ROBERT HOME, Glasgow, ..	..	..	305
JOHN KELLY, Anstruther, ..	..	..	288
ALFRED STURT, Newcastle, ..	..	..	215
J. S. ROGER, Glasgow, ..	..	..	211

Textile Industries, &c.

We now come to the manifestation of increased civilisation and the consequently increased want of commodities, for increasing civilisation means increasing needs. The savage was usually content with some wild animal's skin wherewith to cloth himself, but civilised humanity must have all kinds of fabrics for personal comfort and adornment, and for the embellishment of the home. Only to hint at the subject, is it not the case that curtains for windows, and carpets and rugs for floors, have become almost absolute necessities of our modern life? Dundee is very largely engaged in two branches of textile manufactures—flax and jute—and these along with other textile industries, such as cotton and wool, make spinning and weaving together one of the greatest industries of Great Britain.

MUNGO SMITH.



(From a Photograph by Ferrier, Dundee.)

Mungo Smith is one of the working men stalwarts of the City of Dundee. A giant in stature, his soldierly figure and cheery face are quite familiar at public gatherings of working men, and in the famous fighting Fifth Ward he is an acknowledged leader. Born at Cluny, in Perthshire, he received his education at the Parish School of Lethendy, and when quite a young man he came to Dundee and served his apprenticeship as a powerloom tenter. He then entered the employment of Messrs Thiebault & Small, Rockwell Works, Dundee, and there for twenty-seven years he has been at his post, doing his duty in a way which has won him the respect and esteem alike of employers and employes. Some years after he entered Rockwell Works the concern was acquired by Mr W. L. Boase, and so the greater part of Mr Smith's active service has been under this well-known leading citizen. Away back in the days of the fight for the franchise, Mr Smith took his full share of the battle in the city, and was one of the speakers at the great Franchise Demonstration held on the Magdalen Green. When residing in the parish of Mains and Strathmartine he was elected by popular vote to the School Board, and served with credit the full term of three years, being publicly thanked for his services, and requested to permit himself to be again nominated, a request which, as he had then removed out of the parish, he could not well comply with. For over twelve years he has been connected with the Ancient Order of Foresters, and, of course, took a close and active interest in the affairs of the Order, serving as secretary, sub-chief, and chief, and being on various occasions sent to represent the city at Scottish conferences. A thorough believer in the value of co-operative effort, Mr Smith was one of the promoters of the Dundee and District Co-Operative Coal Supply Society for some years, rendering valuable aid as director and now its chairman, directing the fortunes of this Society. He was also one of the promoters of the Dundee Economic Building Societies, which have been enthusiastically supported and made successful by the working folks of the city, and he has served as director of all these societies, and is still a leading member of the Boards of two of the societies. As the positions of trust which Mr Smith has held, or still holds, are all elective, it will be seen that he has earned the esteem of those for whom he has worked. He is dourly tenacious of his opinions, but possesses a native shrewdness which prevents him from jumping to hastily-formed conclusions. Those who have met Mr Smith as antagonists aver that he will fight bravely for what he believes to be the right, but that without display of bitterness.

Mr Smith quite understands that all work and no play makes a man a dullard, and like most busy men he has learned to make the most of his recreation. For long he was an enthusiastic volunteer, and worked his way up from the ranks to the post of quartermaster-sergeant. He is also an enthusiastic cyclist, and can take a spin away into the country and get back to duty while some lethargic men are wondering how he can find time to do so much. A good all-round specimen of the Scottish working man, Mungo Smith will be a representative who will hold his own with the best of our cousins in the States.

Other Manufactures.

The next largest vote in manufactures is in paper-making. The papermaking industry has in recent years been making great strides, and nowhere so rapid as in America. With the effect of the School Board system and free education, the spread of night classes and technical institutes, the demand for reading matter, both in the shape of books and newspapers, is daily increasing. In this office alone there is sometimes as much as forty tons in a week consumed. It was therefore considered that there should be a representative of an industry, in the product of which all are interested, and by the cheapness of which all are benefitted.

WILLIAM SMITH.



(From a Photograph by Messrs Prophet, Dundee.)

William Smith, papermaker, Denny, is a man in the prime of life, having been born in the village of Juniper Green, Midlothian, in 1853. He received his schooling at the Parish School of Denny, and when thirteen years of age went to work in the papermills owned by Messrs Duncan & Sons. Afterwards he was employed for five years at Bonnybridge at moulding sewing machine castings, but, returning to the papermaking, he worked for periods of various length at mills at Bonnybridge, Denny, and Bathgate. He was also for some time in the service of the Clyde Paper Company, and is presently in the employment, which has extended over eight years, of Mr John Luke, jun., of the Anchor Paper Works, Denny. Mr Smith is held in high esteem amongst all classes in Denny, and he has the reputation of being a man of superior intelligence. He is in touch with every movement that affects the papermaking industry, and has followed with the closest interest every

development which has influenced that trade in recent years. He is deeply sensible of the untiring industry that is needed to prevent the papermaking trade of Great Britain being swamped by foreign competition, and the new materials used in America to produce cheap paper, such as spent sugar cane, &c., affords opportunities for profitable investigation, which a man of his perception will make a good use of. Mr Smith will also avail himself of every chance that comes in his way of inspecting processes of light castings. Mr Smith has taken an active interest in the volunteer movement, having been for eleven years a member of G Company (Denny) 4th Volunteer Battalion Argyll and Sutherland Highlanders. He is also a dog and pigeon fancier, has identified himself with both co-operative and friendly societies, being a member of the Orders of Foresters and Shepherds. Mr Smith is likewise a member of the Stirling Economic Building Society, so that it will be seen he is in thorough sympathy with every movement for ameliorating the conditions of the workers.

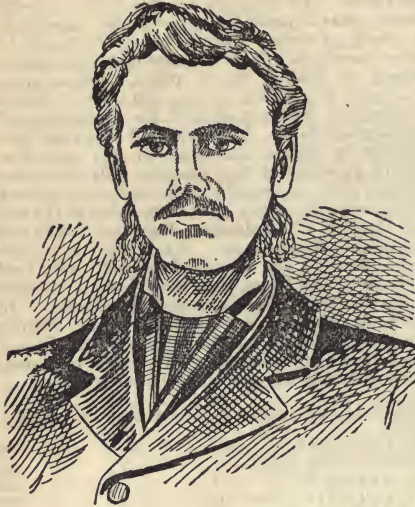
The following are the highest votes in the Second Ballot:—

WILLIAM SMITH, Denny,	790
MUNGO SMITH, Dundee,	550
J. H. PERKS, Dundee,	349
WILLIAM SMITH, Bonhill,	221
W. M'ALPINE, Caldercruix,	215
J. M'NEIL, Airdrie,	204
JOHN C. HENDRY, Brechin,	166
A. SMITH, Hawick,	181
J. CAMERON, Greenock,	179
PETER M'LAREN, Galashiels,	163

Shipbuilding.

The pre-eminence of this country in the construction of ships is undisputed, and the industry ranks as one of the first importance. Since the adaptability of iron and steel for shipbuilding purposes has been demonstrated the progress and development made in this direction in various parts of Great Britain have been most marvellous, completely outdistancing all competitors. On the Clyde the industry has grown to such dimensions as almost to overshadow any other in importance, and it has made the city of Glasgow and its noble river famous throughout the whole world. Among the crowning achievements of Scottish shipbuilding are these colossal vessels built by the Fairfield Shipbuilding and Engineering Company for the Cunard Line—the *Campania* and *Lucania*. The Americans at one time had a large ocean tonnage, but through protective measures and otherwise her foreign-going fleet greatly fell off. In inland navigation, however, no other country can touch her. There are two great water systems in America—first the Mississippi and tributaries, estimated to have 15,550 miles navigable to steamboats and 20,221 miles navigable to barges; and, second, the St Lawrence and the Great Fresh Water Lakes from which and through which it flows. Close to or on this river and the lakes are many of the great cities. Chicago itself is on one of the lakes, and this has largely caused its greatness. There are also Detroit, Cleveland, Buffalo, Toronto, and Montreal between it and the ocean. It is in the plans, fittings, and furnishings of the splendid river boats of America that something may be learned. Many of these boats are got up like floating palaces. The fortunate candidate in this department is a workman in the far-famed Fairfield Shipbuilding Yard.

DAVID BROWN.



David Brown, 20 Princes Street, Govan, is in his forty-fifth year, and is a native of Campsie, Stirlingshire. His parents removed to the Hamilton district. He received his education at St John's Grammar School, Hamilton, where he proved himself a scholar of no ordinary capacity. He was taught drawing, mathematics, Latin, and Greek, and evidence of his diligence is afforded by the fact that he succeeded in gaining the prize for Greek translation. Having displayed a constructive bent of mind, his parents decided to allow him to follow his natural inclinations, and accordingly he served his apprenticeship as a joiner and cartwright. When his time had expired he went to Glasgow, and worked for some years with Messrs Cowan & Sons, Waterloo Street, and afterwards with Messrs Bowie. He was determined to get a thorough knowledge of his trade, and in both these employments he was entrusted with the charge of the work. His next employment was with the Fairfield Shipbuilding and Engineering Coy., Limited, the builders of the famous Cunarders *Campania* and *Lucania*. In this situation Mr Brown has remained for fifteen years. It will thus be seen that he has a wide range of subjects within his grasp. He can write as carpenter, joiner, or cartwright. Though latterly connected with the shipbuilding industry his early country training has not been lost, and he has followed with interest the progress that has been made in the manufacture of agricultural implements and machinery. Working in an establishment which keeps 600 joiners employed, he could not fail to be impressed with the important part played by wood-cutting machinery, and his own words on this subject may be appropriately quoted here—"The joiner trade has changed very materially during my experience, caused principally by the introduction of wood-cutting machinery wherever it could be adopted, whereby enormous labour is saved and many old fashioned methods done away with. In former years before wood-cutting machinery was developed, you might be safe in saying that the man who was gifted with the greater bodily strength was the better tradesman. Now all that is completely changed. The joiner who now fully comprehends the capabilities and requirements of the different machines he is brought to contend with has the best advantage. In passing I may remark that with the amount of experience I have

gained in the Fairfield Company's joiner shop in Govan, where for fifteen years I have daily been coming into contact with one machine or another, I can confidently say that I am specially qualified to investigate and report upon wood-cutting machinery, in which I take a very great interest indeed."

The highest votes in the Second Ballot were:—

DAVID BROWN, Govan,	494
JOHN FULTON, Partick,	258
JOHN COPLAND, Govan,	367
ISAAC ANDERSON, Jarrow,	216
F. J. LEIGH, Whiteinch,	132
A. MOSSMAN, Leith,	179

Railways.

The swift appliances of modern civilisation—the locomotive, the telegraph, and the steam printing press, of which latter the great Quadruple Machine of the *Weekly News* is the most stupendous example in Europe—have effected a transformation of the face of the earth. New territories have been opened up, and an abundance of cheap land has in consequence relieved the pressure that existed in congested countries, and done not a little to promote the general welfare of the people. Barbarism has disappeared before their advance, and they have been able to impress their stamp upon the character of communities. The railway in our time has done more in one generation than the slow evolutions of many centuries had brought about, and in the Western States of America we have this illustrated. There was first the railroad, then the town, then the farm. Chicago itself owes more than any other city in the world to the locomotive, for it was the railway companies who chiefly helped to build it up. Fully one-third of the railway systems of the United States centres there, and, with its branches, comprises over 66,000 miles of permanent way. Here then is afforded an opportunity for investigating the methods of railway labour unequalled in the whole world. Such inquiry is of interest to the general public as having a direct bearing on its safety and its comfort. Public opinion claims a right to express itself regarding the hours of railway men, the fitness of appliances, and the facilities for rapid and comfortable travelling. These are matters that require looking into, for nobody pretends that there is not ample room for improvements and reforms; and it may be sufficient to mention that the systems of machinery in use in mines and private works are in many cases far more effective than those on our railways. Another matter of universal interest connected with this department is the working of insurance against death, accident, &c, something of which nature in a general way has been recently advocated in Parliament. The insurance of workmen by their employers is certainly worth knowing something about. It is also worthy of mention that the enginedrivers have one of the most successful organisations in America, and their Society has during its thirty years' existence evolved many difficult labour problems, and settled not a few. The successful candidate in this department is employed on a railway which has done much to open up Scotland and to connect towns communication between which was most tedious in bygone days. We refer to the North British Railway, by whose enterprise those two great monuments of engineering skill—the Tay Bridge and the Forth Bridge—have been erected, thus bringing the large cities of Scotland all within easy reach of each other.

DAVID G. WATSON.



(From a Photograph by Messrs Prophet, Dundee.)

The successful candidate, David G. Watson, locomotive driver, Dundee, is a native of Perthshire, having been born at Blairgowrie thirty-six years ago. He received his education at Forfar, and latterly Muckhart Parish School. When seventeen years of age he entered the locomotive department of the North British Railway Company, and has never been at any other employment. He has served through all the grades from cleaner to engine-driver, and has driven all sorts of engines and every description of train over all the North British system—from Aberdeen to Carlisle, Berwick-on-Tweed, Glasgow, &c. He is, indeed, familiar with about a thousand miles of road, over which he can run by night or day. Mr Watson is noted amongst his fellow-workers for his readiness to grasp details. He is quick to see a thing, but is not content till he feels that he has mastered it. He will make it his special object to secure information regarding everything relating to American railways. He will take note of the construction of locomotives, the sorts of couplings, the modes of signalling, the rate of speed at which trains run, the brake power used, the length of journey made in one day, and the rates of pay in the different grades. He will also try to find out what rates are charged for goods and passengers. Mr Watson hopes to enjoy a run on the engine along some of the American railroads.

The following are the highest votes in the Second Ballot:—

D. G. WATSON, Dundee,	730
JAMES TAYLOR, Glasgow,	522
ROBERT AITKEN, Glasgow,	430
JAMES HASTIE, Glasgow,	429
DAVID TODD, Dundee,	343
T. J. M'NAUGHT, Greenock,	265
WILLIAM NEIL, Garstairs,	240
J. T. WILSON, Washington Station,	214

Metallurgy, &c.

The greater part of the mechanic's work is done through the agency of that most useful of all metals—iron. (In this, of course, we include steel, which is but iron with a small percentage of carbon.) In no industry perhaps has America made such progress as in iron and steel production. Iron-ore is to-day mined in twenty-three States of the American Union, and Americans have boasted that they can lay down their steels in Sheffield. The mineral resources of the Great West are simply inexhaustible, and in Texas alone are great masses of iron said to be equal in quantity and quality to any deposits in the world, and such facts as these have encouraged the Americans to believe that for iron manufactures they are bound eventually to capture the markets of the world. In view of the strong competition the selection of a steel-worker is most appropriate.

ROBERT DUNLOP.



(From a Photograph by Messrs Hicks, Glasgow.)

Robert Dunlop, Motherwell, is another man who may be counted on to do his best to make the Expedition a success, and those who know him will say that effort on his part will not be wanting to secure that end. Mr Dunlop is thirty-eight years of age, and a native of Motherwell. He attended the Motherwell Ironworks School, then began to learn the trade of a joiner, but leaving this served for four years as a puddler with the Glasgow Iron Company at Motherwell. After the expiry of his apprenticeship he remained in the employment of the same Company for eight years. He next found employment with Messrs David Colville & Sons, of which he has remained for nearly ten years, working as a steel-smelter. He has worked as third hand, second hand, and is now first hand on the furnace. He is not only able to speak with confidence on the various processes of steel manufacture, but capable of describing them in clear and lucid language. He has made himself familiar with the conditions that affect his trade, and as a leader he is trusted by his fellow-workers and respected by the employers. On three separate occasions he has been President of the British Steel Smelters' Amalgamated Association, has been almost continuously a member of Council, and only last week was sent as a delegate to Newcastle to represent the Motherwell steelworkers at a conference regarding the regulation of wages. As a trades leader he is shrewd, far-seeing, and practical, and the policy pursued by his Society is worthy of more general imitation. The relations between the employers and the workmen are, as Mr Dunlop points out, on the whole very satisfactory. "Any alteration required in the mode of work or the rate of wages is notified to the General Secretary, who immediately informs the Executive Council, who take measures to find out the feeling of the men on the point at issue. If they think the request justified they may agree to the change. If they think the employers' proposal unjust they ask the employers to meet them in conference and discuss the question. As a rule the masters agree to this, and always receive the men with courtesy. Nearly every dispute is settled by this means without a strike." Mr Dunlop from his official position has been in a way forced to study the social condition of the workers, and the experience thus gained he hopes to turn to good use in America. Besides endeavouring to find out all about the latest improved machinery used in the making of steel, he will devote special attention to the condition of life amongst the wage-earners in America, and the letter he has written on this subject shows that he will not approach it with a mind

warped by prejudice, that he will rely on no hearsay evidence, but will search out the truth for himself. It may be added in conclusion that, amongst other strong recommendations, is one from Mr John Hodge, the president of last year's Trades Union Congress, who, speaking from absolute personal knowledge, describes Mr Dunlop as a man who "is thoroughly steady and reliable, and would make an excellent member of the Expedition." He has been a life-long abstainer, and though his work is very exacting and exhausting he has never felt the need for stimulants. He is a co-operator, and may be said to have imbibed the principle by birth, for his father was one of the founders of Dalziel Co-Operative Society. Mr Dunlop is also a member of the Free Gardeners.

The highest votes in the Second Ballot were:—

ROBERT DUNLOP, Motherwell,	274
ROBERT WOOD, Glasgow,	168
WILLIAM WILKIE, Glasgow,	118
JOHN CRONIN, Glasgow,	115
JOHN M'ANNULTY,	115
ROBERT CARSON,	10

The Conductor of the Tour.

JAMES MURRAY.



(From a Photograph by Messrs Prophet, Dundee.)

James Murray, who will act as Conductor of the Expedition, is a thoroughly trained journalist. He is also a practical printer, having served his apprenticeship in the office of the *Dundee Courier*. He afterwards joined the reporting staff of that paper, and eventually rose to the position of chief reporter.

A fact which will strike the reader who devotes any attention to the qualifications of the members of the Expedition is the all-round fitness that they possess. They are men who can turn their hand mostly to anything, and evidence of this may best be shown in the following list of departments of labour that they represent:—

Agricultural Machinemaker.	Mining.
Blacksmith.	Pit-Sinking.
Boilermaker.	Papermaking.
Builder.	Printing.
Cabinetmaker.	Ploughman.
Carpenter.	Powerloom.
Cartwright.	Puddling.
Dairying.	Railway Work.
Decoration.	Sculpture.
Electrical Engineering.	Shipyard Work.
Farming.	Stonemason.
Furniture Designing.	Steel-Making.
General Engineering.	Stock-Breeding.
Horticulture.	Steampower Application
Ironmoulding	Sanitation.
Ironworking.	Spinning of Yarn.
Joiner.	Technical Training.
Locomotive Enginedriving.	Tool-Making.
Machine Construction.	Weaving of Textile Fabrics
Marine Engineering.	Woodcarving.

It will be seen that most of the fortunate men have taken an active share in social reforms of various kinds. We have co-operators, members of friendly and building societies, men who are interested both in elementary and in technical education, who have busied themselves in the management of municipal affairs, and who are recognised leaders on labour questions. All, without exception, are men who have striven after self-improvement, and that, too, with success.