

tation in saying that once the men went out on strike, it was the intention of Mr. Hays, no matter what the cost, to keep up that strike until he defeated the men. And that such was the opinion of the men themselves is evident from the statement in this same pamphlet sent out by Mr. Lee, the president of the organization, in describing the effort made to bring about a settlement. On page 6 he says:

The entire service was demoralized in the beginning, but before a great many hours enough strike breakers had been bought and borrowed to man a number of passenger trains and as usual the passenger service did not suffer badly after a few days. The freight service, however, was crippled seriously. The loss to the companies in revenue was enormous. Valuable freight contracts were lost, at least for the time. Mr. Hays, however, seemed to give little consideration to the immediate financial consequence of the strike, but appeared fixed in the determination that the men should be fought to the end.

Again he says:

He seemed as ever intent upon prolonging the strike indefinitely, regardless of cost, apparently with the view of eventually having the public interest itself to the extent of forcing the government to demand a resumption of the service.

He goes on to describe the efforts that were made by Messrs. Garrison and himself to bring about a conference with Mr. Hays with a view to settling the difficulty, pointing out that they were unsuccessful and that these efforts were finally broken off. The correspondence itself shows that the men saw plainly that the attitude of the company was that they were going to fight to the bitter end, no matter at what cost to the company or to the country; but the government made up its mind that the fight would not go on to the bitter end, but that a settlement of the strike would take place. So the efforts of the Minister of Militia and myself, during the two or three days that we were in Montreal, were devoted to bringing the parties together, and putting them in a position where each would be obliged to show exactly where they stood, so that the public might learn, if necessary, from us as ministers of the Crown, who were in the right and who were in the wrong. It was Thursday afternoon, I think, when we left for Montreal; by Saturday a joint conference had been arranged between the parties, and by Saturday night we had practically come to an agreement as to the terms of settlement except in one particular, and it took from Saturday night till Tuesday to get that one remaining question settled before the strike could be declared to be at an end. What I want to point out to my hon. friend is that by the action of the government, first, in offering arbitration and in bringing public opinion to bear on

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the situation, secondly, by actively intervening when requested to do so by the employees, and, thirdly, by bringing all the pressure possible to bear on the parties when we got them together, the strike was terminated inside of 15 days, instead of being continued over a period of time.

Now, I think I am right when I say that the efforts of the government to bring about a termination of the dispute were appreciated, not only by the public, but by the parties to the dispute themselves; and, seeing that my hon. friend thinks that no intelligent effort was made to avert the strike, or to end it after it began, it might be well for me to read some of the communications which were received immediately after the termination of the strike, to show that those who had to do with it and knew the situation took an entirely different view from what he does. For example, here is a communication from Mr. Garretson, president of the Order of Railroad Conductors. He was one of those who were present during the negotiations with Mr. Hays; in fact, he conducted the negotiations on behalf of the men. His letter is as follows:

Order of Railway Conductors,
Cedar Rapids, Iowa,
August 10, 1910.

Hon. William L. Mackenzie King,
Minister of Labour,
Ottawa, Ont.

Dear Sir:—

I take this opportunity of expressing to you on behalf of not only myself and my associate officers, but of the organization at large, and more especially the Canadian membership thereof, the profound obligation under which we lie for the services of yourself and your associate minister in connection with the settlement of the strike upon the Grand Trunk and the Central Vermont railways. The ready recognition by you of the justification for the claims of the men on those properties and the exercise of personal and governmental influence toward securing a termination of the strike on those properties will not be forgotten by our membership, and I sincerely trust that those most directly affected, namely, our Canadian citizens, will in the future make that appreciation thoroughly apparent.

In conclusion, kindly accept my expressions of highest personal regard, and believe me, sincerely and gratefully yours,

A. B. GARRETSON,
President.

I believe that a similar communication was sent by Mr. Garretson to my hon. friend the Minister of Militia and Defence. Then, Mr. Berry, who represented the organization in Canada, in a letter dated Toronto, December 31, 1910, wrote as follows:

I inclose herewith a copy of minutes of Eastern Association General Committee, Order Railway Conductors and Brotherhood Railway