

THE Railway and Marine World

With which are incorporated The Western World and
The Railway and Shipping World, Established 1890

Devoted to Steam and Electric Railway, Marine, Grain Elevator, Express, Telegraph,
Telephone and Contractors' interests

Old Series, No. 211.
New Series, No. 129.

TORONTO, CANADA, NOVEMBER, 1908.

For Subscription Rates,
See page 801.

Entered as second-class matter, March 5, 1908, at the Post Office at Buffalo, N.Y., under the act of Congress of March 3, 1879.

C.P.R. Mechanical Employees' Strike.

On Oct. 4, the Department of Labor at Ottawa received a telegram from Bell Hardy, Winnipeg, representing the C.P.R. mechanical employees who were on strike, stating that they had decided to accept the award of the conciliation board, which they had previously refused to abide by, and against the enforcement of which they went on strike early in August. For some weeks before the men gave in it was evident that the strike could not succeed, as the company met with great success in filling the strikers' places, and brought out a considerable number of men from Great Britain. Representatives of the men tried to make terms with the company before capitulating, but the management adhered to its original decision and the outcome was a complete victory for the company. We are advised that no memorandum of agreement in connection with the termination of the strike was prepared. It was settled by the men notifying the Department of their acceptance of the conciliation board's award, and by the men calling off the strike on the eastern and western lines separately, the company's management promising to use all reasonable means to find employment for and prevent discrimination against men who went on strike.

Although a great deal of matter has been published in the daily press in regard to this strike, the full facts of the matter are not generally understood, and as they are of great importance to railway officials generally, and particularly to those of the operating and mechanical departments, we think the following full and authoritative statement will be read with interest:

On April 28 the Dominion Department of Labor received the application on behalf of the employees. The locality of the dispute was stated in the application to be along the eastern and western lines of the railway, but the application set forth the dispute only in the case of the employees on the western lines. The trades enumerated in the application as being concerned in the dispute were as follows: Boilermakers, eastern and western lines, members of the Brotherhood of Boilermakers and Iron Shipbuilders of America; machinists, eastern and western lines, members of the International Association of Machinists; iron moulders, eastern and western lines, members of Iron Moulders' Union of North America; blacksmiths and helpers, Fort William to Vancouver, members of the International Brotherhood of Blacksmiths and Helpers; boilermakers' helpers, Fort William to Broadview, members of Boilermakers' Helpers' Union no. 127; specialists and helpers of various trades mentioned, western lines, members of Federal Unions nos. 12, 14 and 15; specialists and

helpers of various trades mentioned, Pacific Division, members of Federal Union no. 23; machinists' helpers, members of Machinists' Helpers Union no. 12610, all in the employ of the C.P.R. Co. The approximate estimate of the number of employees affected, or likely to be affected, was 1,770 directly and 1,600 indirectly.

The nature and cause of dispute were set forth in the application as follows: "On



G. J. BURY,

General Manager, Canadian Pacific Railway, Western Lines.

April 1 the C.P.R. Co. served notice of its intention to cancel on May 1 the agreements existing between it and the employees in its mechanical department on western lines, the said employees being organized according to the different trades represented by them as hereinbefore stated. In effect, the said notice provides for (1) contemplated reduction by company of wages on and after May 1. This is borne out by the fact that a number of employees affected by said notice have since received further notice of reduction in wages to take effect May 1; (2) cancellation of articles covering trade protection; (3) cancellation of articles covering rights of committees of employees to meet company's officers on behalf of men; (4) removal of restrictions on number of apprentices, and the cancellation of clauses covering advance-

ment of apprentices. The employees object to cancellation of existing agreements, and contend that such agreements should continue to remain in force."

The employees say that the action of the company in giving such notice constitutes an attempt on its part to deal with sections of particular trades at different times, and is intended to weaken, and has the effect of weakening unfairly, the position of employees in their negotiations with the company. The employees further claim that it is the intention of the company to cancel existing agreements on eastern lines as soon as differences on western lines have been settled. The employees maintain that agreements on both eastern and western lines should be considered and settled at one and the same time. Notice has been given to the company on behalf of employees, members of International Association of Machinists and Brotherhood of Boilermakers and Iron Shipbuilders of America, of their desire to amend at the present time existing agreements on eastern lines, because they believe it will be only a short time until the company asks for such amendment. The said employees, machinists and boilermakers, each have one organization covering employees on company's entire system, all of whom have expressed their intention of ceasing work in the event of eastern agreements not being considered with, and at the same time, as western agreements, or in the event of differences re agreements on western lines not being satisfactorily adjusted.

The parties signatory to the application were: W. McFarlane, President district 30, Boilermakers and Iron Shipbuilders of America; W. Henry, Secretary-Treasurer district 30, Brotherhood of Boilermakers and Iron Shipbuilders; B. Hardy, President, and J. H. McVety, Secretary, district 34, International Association of Machinists; O. L. Wark, President, and W. Mossop, Secretary, Iron Moulders' Union; W. Marshall, Chairman, and R. Anderson, Secretary, Blacksmiths' and Helpers' Committee; T. Gray, Chairman, and J. Moore, Secretary, Boilermakers' Helpers; E. Taylor, Chairman, and J. Chapman, Secretary, Federal Unions 12, 14 and 15; B. Hardy and J. H. McVety, representing Federal Union 23 and Machinists' Helpers' Union 12610.

The Board of Conciliation and Investigation was duly appointed. The company selected C. P. Fullerton, of Winnipeg; the men Jas. Somerville, of Toronto, and these two chose P. A. MacDonald, Master-in-Chambers, Winnipeg, as chairman. The enquiry was commenced May 18 and shortly afterwards the question arose whether the investigation should include the eastern as well as the western lines. The chairman, after having allowed an argument on this point by counsel before the Board, decided