

the Canmore and Anthracite mines, more especially the former, has greatly helped us. As a matter of fact, we want all the coal supply cut out altogether; although the C.P.R. claims to have coal coming from Australia and Japan, we know that they cannot get it here in a reasonable time, nor can they afford to do so.

The following appears in a circular letter sent by the chief representative of the Calgary division to the executive officers of other divisions:—

No doubt you have all heard of the accident at Frank. All coal mined at this point is consigned to the C.P.R., so that this will be another trump card for us, as the mines will certainly have to close up for some time.

In a communication dated May 7 to an officer of another union in Victoria, the writer says:

I have just received a telegram to say that the Canmore mine has given out, and that there is only one week's supply at Roger's Pass. This is splendid news.

Relation of Strikes on Railway and in Mines.

On May 13 the following appears as part of a circular letter addressed to all the officers and members of the U. B. R. E. in North America. It is written by the Vancouver agent:—

The coal situation on the C.P.R. is rapidly approaching alarming conditions. It is a fact that they are compelled to use up their reserve supply at all western points, and that supply will soon be exhausted. In fact the Roger's Pass engines are now running to Revelstoke for coal. If the U.B.R.E. strike were satisfactorily settled it would be found that the coal situation on the C.P.R. would quickly be adjusted.

The statement in the communication sent by direction of Estes to Lawson at Seattle, on March 6, that 'We have stopped the shipment of coke into the Boundary country,' would, if true, indicate, at least, that there had been some connection and joint action between the members of the Western Federation who went on strike in the mines of the Crow's Nest Pass Coal Company at Fernie, Morrissey and Michel, on February 11, and the members of the U.B.R.E. who came out on strike on the 27th of that month. This assumption gathers additional weight from the following paragraph taken from a letter dated March 30, the day on which the strike at the Crow's Nest Pass was settled, which letter was sent by a

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neutral and responsible person (who had, however, the confidence of the strikers, because of the efforts made by him to effect a settlement of the dispute), to General Superintendent Marpole at Vancouver:—

Although the conciliation committee of the Provincial Mining Association has, at so much trouble, succeeded in effecting a settlement of the strike of the Crow's Nest Coal Miners, I fear if the strike affecting your company is allowed to continue it will mean a renewal of the strike if the railway is supplied with fuel from these mines, and the different interests of the province will be placed in a worse position than ever.

The significant remark contained in the circular letter of May 13 that 'If the U. B.R.E. strike were satisfactorily settled it would be found that the coal situation on the Canadian Pacific Railway would quickly be adjusted'—would show that those in authority believed that the strike situation as it had developed in the mines of the Wellington Colliery Company on Vancouver Island during the preceding months, had an intimate connection with the U.B. R.E. situation. The same opinion was evidently held by the editor of the 'Railway Employees' Journal,' the official organ of the United Brotherhood, as he writes as follows in the issue of March 12:—

Besides the power of the United Brotherhood; besides the power of organized labour throughout Canada, there has been enlisted in the cause a power that is already realized and feared for its method of doing something.

The American Labour Union has thrown its weight into the balance of justice's scales in favour of the United Brotherhood.

On the 6th inst., a telegram was directed to the American Labour Union requesting that the Western Federation of Miners stop handling coal on Vancouver Island for the Canadian Pacific Railway.

Within a few hours every member of the powerful Western Federation of Miners in Vancouver had ceased work.

There was no "ahem" or "ahaw" or letters of supplication or such Gomerian tomfoolery about it. As quickly as messages could be flashed over wires, and without a dissenting voice, but with a willingness born only of true fraternal union spirit, the Western Federation of Miners, through the American Labour Union, as a body of reserves rushing to the assistance of their comrades, administered a staggering blow to the octopus that is striving to overthrow the rights of railway men to organize when and how they wish.

Let no member of the United Brotherhood or any railroad man worthy of the name ever forget this act. If anything were lacking to cement the feelings of friendliness which the U.B. of R.E. has entertained for the A.L.U. and its members, this unquestionable display of loyalty has furnished it.