

## Report of Vancouver Citizens' League

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6. The nationalization of all cold storage plants, abattoirs and elevators, with a view to obtaining control of food storage.

7. The enactment of legislation for a six-hour day in all industries where unemployment is prevalent.

It was also decided that the strike should begin on Tuesday, June 3rd, at 11 a.m., if a majority of the unions and a majority of the individual workers voted affirmatively.

### How The Vote Was Taken

At a mass meeting of union men on the night of June 2nd, the strike committee announced that the necessary majorities had been obtained, but refused to divulge the figures. This attitude was maintained consistently throughout the strike and not until July were the results of the balloting revealed even to the union men themselves. When published they showed that out of approximately 16,000 union men in Vancouver, only 5,804 cast ballots. Of these 3,305 voted to strike and 2,499 voted against striking. Between 10,000 and 11,000 men were actually called out, although of that number only 3,300 or 33 per cent. of them had voted in favor of that course. One can hardly refrain from linking up this fact with the doctrine of the "active minority" described at the Calgary conference.

In calling the strike, the committee announced certain exemptions, among them being the policemen, firemen, bakers and milkmen, all of whom, however, had voted not to strike. The street car men failed to respond to the first call but of their own accord came out on June 5th. It was not until this day either that the metal trades council brought its membership into the strike for the single purpose of demanding the reinstatement of postal workers at Winnipeg and Calgary. Postal workers in Vancouver persisted in their refusal to join in the strike, but a number of the city employees quit.

### The Strike In Vancouver.

The progress of the strike in Vancouver was marked by no serious disorders and by very little deprivation imposed upon the public. When the street cars quit running, the City Council took prompt action by making the operation of jitneys legal, and the transportation problem