

and at one time went so far as to initiate four new members into the organization, administering to them the oath by which he himself was bound. The purpose to be gained could make but little difference to a man who would lend his services to work of this kind, while the fact that such services were performed successfully would clearly indicate that, while zealously guarding their own rights in the matter of their relations to their employers, a body of men might quite unconsciously be led to adopt a course of action detrimental to themselves and their employers alike, and which might only help to further the purposes of some rival interest.

Canadian Organizer of U. B. R. E. enters Company's Secret Service.

P—, who was selected by Estes as his chief representative to do the work of organizing in Canada, and who was looked up to as a leader by the members of the Brotherhood in this country, appears to have been a weak man with a doubtful record, and at the time of his appointment to the post of organizer of the Brotherhood, in financial difficulties, and apparently in poor health. At Nelson he was threatened with exposure by the Canadian Pacific Railway detective, who had discovered some facts regarding his career elsewhere. Under the influence of fear, and under the stress of having to make provision for his family, he yielded to the pressure applied by the detective and subsequently signed the following written statement:—

I, P—, Organizer General of the United Brotherhood of Railway Employees for Canada, do hereby offer my service to the special service department of the Canadian Pacific Railway Company, and shall be pleased to accept a position under them. This offer is made of my own free will and without conditions.

This proposal is dated and witnessed at Nelson, January 24, 1903. P— was then evidently hurried on to Winnipeg, where, on the 27th of the month, he gave a receipt to the Chief Inspector of the company's special service department at Winnipeg, for 'the sum of \$25 for expenses, the same to be accounted for. Also transportation, Winnipeg to Calgary and re-

turn.' In a report by the Chief Inspector at Winnipeg on January 29, the following statements are made:—

After discussing the matter thoroughly and also after the proposal, P— had made to me, he having offered to work for my department by continuing to organize from place to place, but to confine himself to speaking on Socialism and Labour Unions, and keep out the U. B. R. E. from all his meetings, I then went up to the hotel and made arrangements for P— to return to Calgary and to keep me posted every day as to his progress in the work, and also give me the names of all the men joining the U. B. R. E. and on his agreeing to those conditions, I gave him transportation to Calgary and return to Winnipeg in the shape of a first-class ticket, and also gave him \$25 for expenses as he would not be able to collect any fees from the men joining the Union. I took his receipt for this amount and we left to take No. 1 at 12.05 K.

I omitted to say in the above that he had given me several letters of introduction and considerable correspondence between himself and Estes which has been going on since the 18th of December last in regard to the progress of organizing the U. B. R. E.

P— wrote from Calgary on February 1 to Winnipeg, concerning his work in that place, and sent in other reports, in one of which he gives an estimate of the relative influence of different members whom he named. Later he returned to Winnipeg, and a letter from him to the 'Voice' in favour of the United Brotherhood of Railway Employees appeared on February 13. Shortly afterwards he fell sick in Winnipeg and was taken to the hospital, where he was cared for by the Brotherhood until his death, which took place during the month of April.

C. P. R. takes steps to Suppress U. B. R. E.

During January, Mr. Marpole went east, and, with the knowledge he had of the intentions and methods of the United Brotherhood, decided after consultation with other officials, on a certain course of action. It was determined that men on steamships and men who already had agreements with the company should not be allowed to join the United Brotherhood of Railway Employees. That in view of Estes' evident intention to tie up the road, and the certainty that upon any attempt being made by the company to reorganize its staff, or to discipline a member of the order, there would be trouble, provision was

to be made to secure substitutes in the event of a strike being declared. That the general foreman of the wharfs and local shed, who had practically control of all the time and employment of about 95 men, including their engagement and discharge, should be required to retire from the order in any event, as he had proved himself to be an aggressive member of the order, and had acted as a member of the committee which had interviewed Mr. Marpole in regard to the Halton affair. It was, moreover, decided that the wages of the clerks and foremen should be readjusted.

From this time until the strike was declared on February 27, a kind of secret warfare was kept up between the company and its employees, who were members of the Brotherhood, both parties having knowledge of each other's movements through spies and traitors; the Brotherhood getting information from disloyal employees of the company, and the company learning the secrets of the organization through faithless members, the latter violating their oath in order to serve the corporation.

Events immediately preceding Strike.

On January 23 four men on the 'Empress of Japan' joined the Brotherhood, and on February 13, fourteen men on different vessel of the company, including the first officer of the 'Empress of Japan.' On January 20 the allied mechanics in the company's workshops at Revelstoke, who were already organized as an independent lodge of the International Association of Machinists, and who had an agreement with the company, joined the Brotherhood. On February 12 the freight handlers at Vancouver handed over their funds to the Brotherhood. On February 19 two train baggage men, members of the Order of Railway Trainmen, joined the Brotherhood. On February 20, the Vancouver division appointed an emergency executive. On the following days three or four of the prominent officials of the Brotherhood were sent to Montreal by the company, two at the direct request of the accounting department in Montreal, to confer in regard to the

changes in the form of accounting on divisions, and two that they might be segregated from the influence of the United Brotherhood at Vancouver. On February 24 a freight checker at Revelstoke, who was a member of the Brotherhood, was discharged for general inattention to duty, resulting in numerous claims for missing and damaged freight. On the same day an employee named Forrest, of the local freight staff at Vancouver, was suspended pending investigation by Superintendent Beasley, on the charge that he had in collusion with another member of the United Brotherhood at Winnipeg, underbilled some freight for a third party from Winnipeg to Vancouver. Forrest asked to be brought before Mr. Marpole, the general superintendent, who, after hearing his defence, warned him that if he found that he was not telling the truth, Beasley's decision would be confirmed. Within an hour afterwards, Mr. Marpole believed that he had evidence that Forrest had not told him the truth, and sent word to Beasley to continue the suspension pending further investigation. On February 26, the general foreman of the wharfs and local shed, whom the company had decided should be retired from the order, was offered a position as assistant agent—a new office created to permit of the agent having more time for general supervision and less for purely office duties. This position was offered the foreman with an increase of wages on the condition that he should withdraw from the order, but he declined.

Notice of Strike served by U. B. R. E.

At 9.30 in the morning of February 27, Mr. Marpole received the following letter from a committee of employees who were members of the Vancouver division:—

Vancouver, February 26, 1903.

R. Marpole, Esq.,
General Superintendent,
Canadian Pacific Railway,
Vancouver.

Dear Sir,—We, the undersigned committee of Employees, have been instructed to write you requesting the immediate withdrawal of the suspension of H. P. Forrest of the local freight staff, issued subsequent to your cancellation of his suspension by Mr. Beasley.