

# LONGSHOREMEN



I.L.W.U. ■ CANADIAN AREA

# WATERFRONT NEWS

CENTENNIAL EDITION



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NOVEMBER 1971

## International Longshoremen and Warehousemen's Union

Affiliated with the Committee for Industrial Organization

### CHARTER

**Whereas**, An application in due form has been received requesting a charter be granted to

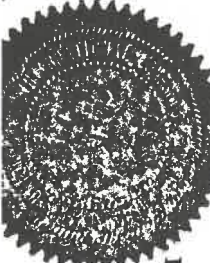
*George Longshore*  
(NAME or LOCAL)  
*British Columbia*  
(LOCATION) B.C.

By these presents, therefore, be it known that this charter, with such rights and privileges as may from time to time be determined by the membership, is hereby granted such local union, to be known and recognized as Local Union No. \_\_\_\_\_ District No. 1. And to the successors, constituting the **International Longshoremen's and Warehousemen's Union**. **This Charter** with all of the rights and privileges appurtenant thereto is granted upon the conditions that the said union shall at all times comply with the rules, regulations and laws adopted by the International Longshoremen and Warehousemen's Union by its membership and in the event of violation thereof this certificate may be revoked under, and in strict accordance with the constitution, by-laws, rules and regulations of the International Longshoremen and Warehousemen's Union.

So long as this condition shall be duly performed in all respects the International Longshoremen and Warehousemen's Union does hereby agree to promote, assist and defend the said local union in the exercise of all of the rights and privileges secured hereunder.

**In Witness Whereof** we have hereunto attached our signatures and caused the seal of the International Longshoremen and Warehousemen's Union to be affixed.

Dated this *13<sup>th</sup>* day of *October* 19*37*  
*Samuel J. Goldberg*  
PRESIDENT  
*Jack McKeenan*  
SECRETARY



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## PRESIDENT'S MESSAGE

DON GARCIA

Contained within these pages is the history of the trade union to which you belong. Its birth, its triumphs and defeats. All the struggles up to the present stage of development. What is not recorded, by and large, and what is almost impossible to record, are the contributions of men, most long gone, a few in their twilight years, who, chip by chip, stone by stone, in an almost insignificant way, by work and deed, through changes in constitutions or work practices or by merely being at the right place at the right time and doing the proper trade union thing, contributed alone and severally to the building of this organization now called the I.L.W.U.

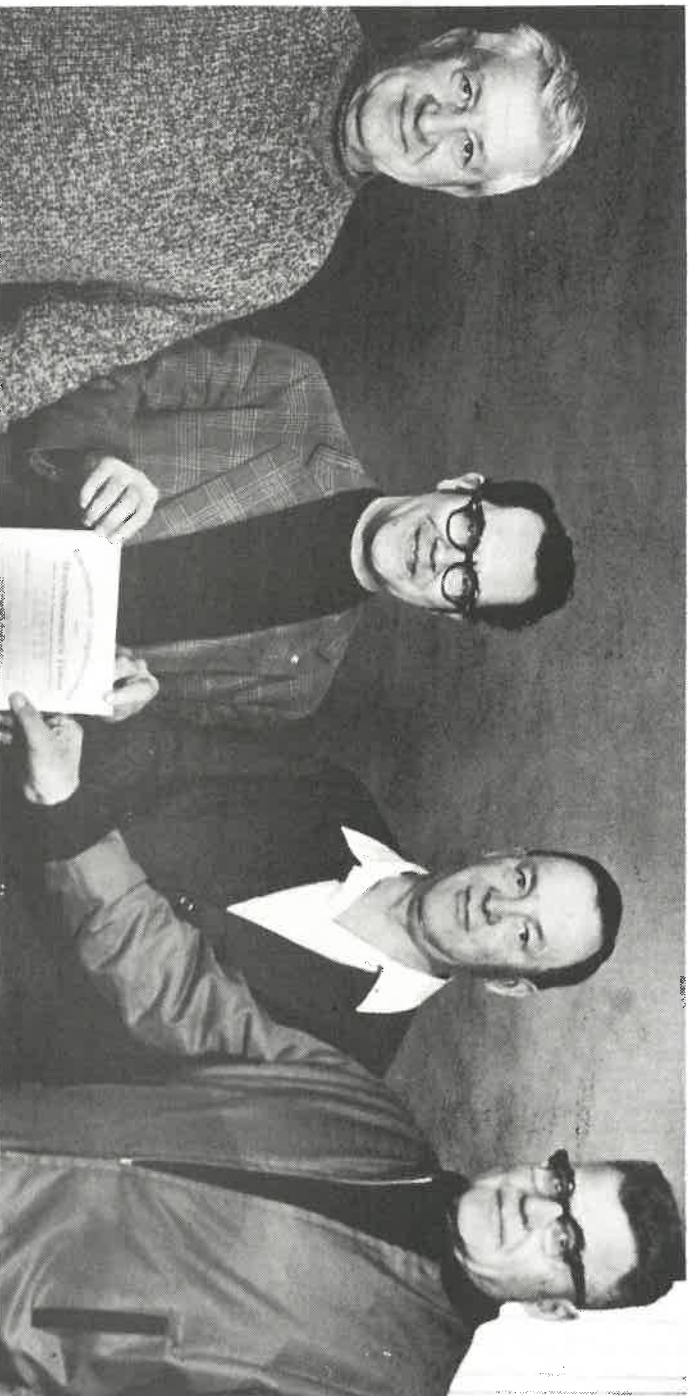
The battle of longshoremen for survival as a union developed a certain toughness that only controversy can bring out in workers united in a common program. They sincerely wished to unite for the good of all. Despite the crushing defeats they did survive. However, the disappointments of local officials and the frustrations of local committee men cannot be all recorded herein. By reading between the lines and a knowledge of how a rank and file union operates, it is possible for us to appreciate their feelings as the work of months and years went down the drain as their Union was smashed. Like the proverbial Phoenix, however, the will for organization was rekindled from the ashes of defeat again and again until at present it stands full grown, proud and mature. The enemies who championed its various dissolutions have faded into obscurity and memories of their nefarious deeds live only as another chapter in man's inhumanity to his fellow workers.

We dedicate this Centennial Edition of the Canadian Waterfront News to all the officials and rank and file participants

who helped make this Union the potent force it is today. Practical men may say "History is only necessary to learn from the mistakes made in the past," and this is so. History is not for picking the bones of the past and crunching with relish on incidents now behind us, nor should it be for stirring up old sores on incidents now vague in memory and rectified as we progressed. We have learned from the past, now let us look to the future.

Twenty-five years ago the fringe benefits we take for granted now were only dreams of a few far sighted leaders. Twenty years ago the pension rights now accessible to our membership would have been almost incomprehensible to old-timers currently enjoying them. The most interesting part of this situation is that these terrific social gains were obtained without the necessity of going through the strikes which marked our earlier history. Straight negotiations did the trick. We salute the leaders who performed this monumental task and also the rank and file who supported the program. We live in troubled times now, but practical application of the tough lessons taught us by the past, coupled by the will to survive and push onward with a good Union program, will see us through. The I.L.W.U. has now reached the stage where it can only be destroyed from within. Let the lessons recorded on these pages be heeded and a genuine appreciation of the efforts of members in the past be applied to the Union programs of the future and we will truly be able to say "The I.L.W.U. is alive and well."

Our militancy should now be directed towards our aims of trade union practices and the protection of our jobs. We have come a long way, but we still have a long way to go.



Left to right — Leo Labinsky, Local 502 active original charter of first I.L.W.U. Local in Canada. member; Don Garcia, Canadian Area President Labinsky, Parker and Remple were all original I.L.W.U. and member of Local 502; F.W. Parker, members of Local 58 I.L.W.U. retired; J.A. Remple, retired. Presenting copy of

# Early Organization Among B.C. Longshoremens

Vancouver had been incorporated as a city for only two years and its population was no more than 8,000 people when the first longshoremen's union was organized in 1888 as a stevedores' local of the Knights of Labour. The charter was the second to be issued to a group of workers in Vancouver (first to organize were the printers, chartered by the AFL earlier the same year) and first to be given in the city by the Knights of Labour, which included Vancouver in its two assemblies in the neighbouring city of New Westminster, (Griffin, British Columbia: The People's Early Story).

Vancouver had its beginnings as Granville, a straggling settlement which grew up from 1870 onward. It was incorporated as the City of Vancouver in April 1886 and completely razed by fire in June that year. It grew rapidly with completion of the Canadian Pacific Railway in 1886 and soon surpassed New Westminster, which until then had been the chief port on the B.C. mainland.

In 1896, with the rapid decline of the Knights of Labour, the Vancouver stevedore's local withdrew to become an independent local union on the Vancouver waterfront. Its membership at the time was around 80.

## First Strike

That same year, 1896, the union fought and won its first strike in a dispute over hiring and company interference with its walking delegate. The longshoremen were locked out by the Pacific Coast Steamship Company, which operated a regular direct service between San Francisco and Victoria, with Vancouver, Seattle and other Puget Sound ports as secondary ports of call. The lockout developed into a month-long strike. Despite importation of professional strike-breakers from Seattle, the union appears to have won the strike, returning to work under previously established conditions.

The authority for this is William Bennett, in his **Builders of British Columbia**, who obtained his information from Ben Hughes, John Williamson and Bill Elliott, three members of this stevedores' union who were still alive in 1936-7 when he wrote his book. His reference to the strike includes this statement: "A union smasher, the 'King Seattle', who boasted that he had smashed every longshoremen's union on the coast, was brought in to do the same here, but he didn't succeed."

Strengthened by this victory, the union maintained itself on the Vancouver waterfront for another seven years, until 1903, when its sympathy walkout with Canadian Pacific Railway freight office employees in the United Brotherhood of Railway Employees' strike led to its being smashed.

## Frank Rogers Shot

See Story page 10

Although Rogers is generally regarded as a fishermen's union leader, he was actually engaged in organizing the longshoremen's strike at the time he was murdered and his role in that strike provided the motive for his murder. In Vancouver before the First World War and in Prince Rupert to an even greater extent, it was the pattern for many to fish salmon in the summer — in Vancouver on the Fraser River, in Prince Rupert on the Skeena River — and work as longshoremen in the winter. As the surviving minutes of Prince Rupert I.L.A. Local 38-41 show, this became a contentious question during longshore strikes when member's wanted to go fishing, arguing that they had invested considerable money in boats and gear, and the local had to rule that they would face expulsion if they failed to do picket duty.

For three years after defeat of the 1903 strike there was no organization on the Vancouver waterfront. But the conditions, a 10-hour day and wage rates ranging from 25 to 35 cents an hour, soon compelled longshoremen to organize again.

## I.W.W. Organization

In 1906 a new union was formed among the lumber handlers, who decided to affiliate to the IWW as the Lumber Handlers Union, IWW No. 526.

One of the founders of that union was Fitzclarence St. John. A West Indian born Negro, he came to British Columbia around the turn of the century and started work on the waterfront at Chemainus.

Vancouver Island in 1900. In 1903 he moved to Vancouver — "I could get 35 cents an hour in Vancouver instead of 30 cents in Chemainus."

President of the Lumber Handlers Union was George Walker and the secretary was St. John, who himself designed the union's crossed peavey and crowbar button.

Another member of the Lumber Handlers Union was Edward Long, who started work at the age of 12 at Hastings Mill, founded as Stamp's Mill in 1867, around which the future City of Vancouver grew up. Membership when he joined in 1906 was between 50 and 60.

A majority of members of the Lumber Handlers Union were Native Indians from North Vancouver reserves and both St. John and Long agreed that they were

"the finest lumber handlers anywhere" and the backbone of the union. For the first years of its existence the union held its meetings in the Native Hall on the main North Vancouver reserve.

A similar union, also affiliated to the IWW, is known to have existed in Victoria during this period.

Except for the lumber handlers, there appears to have been no organization on the Vancouver waterfront between 1903 and 1912, when the International Longshoremen's Association began organizing and the Lumber Handlers Union became part of the I.L.A.

When the merger between the Lumber Handlers Union and the I.L.A. was being negotiated in 1912, St. John went to Chemainus so that the stevedoring



Longshoremen never hesitated when Canada's taken in Prince Rupert after the First World War. Welfare was at stake, as shown in this photograph

## Vancouver 24 Hour General Strike, Aug. 2, 1918, In Protest Against The Murder Of Ginger Goodwin

As the war of 1914-18 dragged on with millions of young men being sent to their deaths by stupid generals on both sides in attacks that accomplished nothing, and with widespread profiteering by industrialists in food, supplies and arms, discontent grew both in the armed forces at the front and among workers on the home front. In Germany it culminated in a revolution that overthrew the Kaiser, in France in a mutiny which was brutally suppressed by shooting one out of every 10 of the soldiers involved, and in Russia in two revolutions. The first threw out the Czar and the second set socialism as its goal.

In Canada, too, a growing protest movement expressed itself in opposition to conscription, in protest strikes over low wages and high prices. The government and employers countered with vicious attacks on labor, labelling all protests as pro-German and seditious and imprisoning or interning labor leaders.

In B.C. the protests boiled over into a general strike with the murder of Albert Ginger Goodwin, a former vice president of the B.C. Federation of Labor and a member of the Socialist Party.

Goodwin was the secretary of the Trail local of the Western Federation of Miners in 1918. Called up under the conscription laws, he was exempted from military service because of an advanced case of tuberculosis and classified as Class D. However when he led a strike of Trail miners for the eight hour day, the employers and the government recalled him for re-examination and re-classified him as Class A — fit for military service. It was a transparent move to break the strike.

Instead of complying with the order, Goodwin took to the bush near Cumberland, where he was well known and loved by the coal miners for his support for them during the long and bitter coal strike of 1912-14.

companies could not make an issue of his leadership, returning after the I.L.A. was established.

## Early I.L.A. Locals

The I.L.A. had already been established in Prince Rupert for close to two years before the Vancouver Local 38-52 was organized. A meeting to form the Prince Rupert union was held September 10, 1911 and the first charter as Local 38-41 was issued by the I.L.A. October 14, 1910.

The exact date that Victoria Local 38-4 of the I.L.A. was chartered is uncertain as yet, but it appears to have been before the Vancouver Local, which was established March 30, 1912, with 60 charter members. A prominent figure in its first years was its president, Gordon Kelly.

Goodwin was fatally shot in the back with a soft-nosed bullet by a special constable who was later exonerated for the killing. His funeral in Cumberland on August 2 brought out the entire population of the community. In Vancouver workers also downed tools in a 24 hour general protest strike.

The employers, in co-operation with the police and civic authorities, decided to use the excuse of the strike to smash the labor movement, which was becoming too militant for their liking.

The Vancouver Sun came out with an inflammatory and provocative anti-labor article on its front page under the caption "German or British".

Several hundred war veterans well supplied with rum were mobilized by the employers, put into cars supplied by business men and sent to raid the labor temple at the corner of Homer and Dunsmuir streets, smashing furniture, burning and destroying books and records. Victor Midgey, secretary and business agent of the Labor Council was beaten up by the mob and forced to kiss the flag. George Thomas, a longshoreman, was also seized, taken into an alley and beaten up, and forced to kiss the flag.

In the evening the business interests, using the veterans again as pawns, organized a public meeting where the mayor and several Members of Parliament accused labor of being pro-German. Resolutions were passed demanding that labor leaders be conscripted or deported and that local unions withdraw from the Trades and Labor Council, also that they replace all union leaders who had supported the 24 hour protest strike.

The mob violence continued the next day. This time the mob gathered in front of the Longshoremen's Hall. The 600 longshoremen inside made it clear to everyone outside that no anti-labor mob

It was finally agreed that the labor council would recommend to all unions that they take a vote on the actions of their delegates who had supported the strike. The result was predictable. Practically all delegates were re-elected and their actions endorsed.

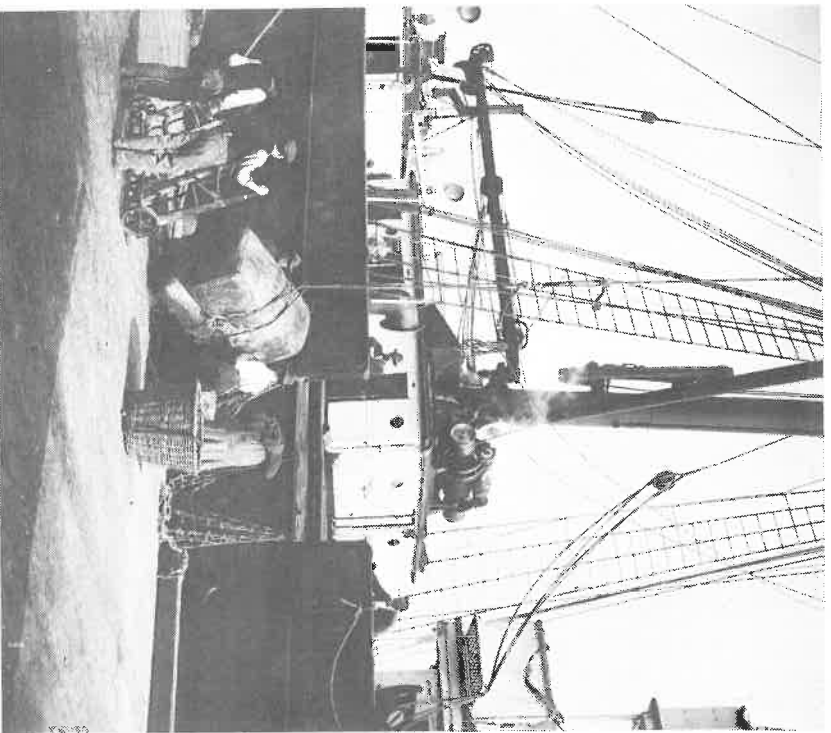
Tom Barnard, a veteran and worker soon after, at a meeting of the Federated Labor Party, aptly characterized the business leaders responsible for the riot as "flag-flapping patriots."

"This pro-German stuff," he said, "is just so much bull. The real traitors are the rack-renters and the profiteers."

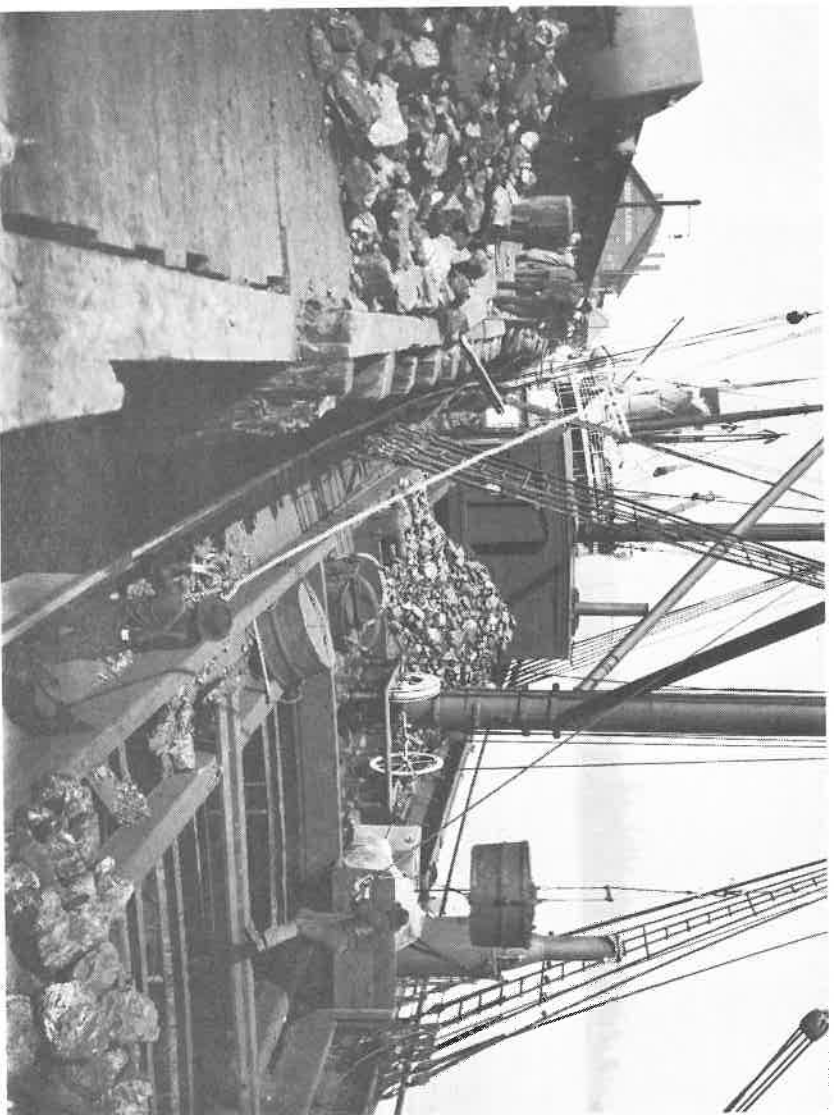
According to Edward Long (see IWW Lumber Handlers Union earlier), in the longshoremen's grievances in the 1918 general protest strike was that Pet Sinclair, one of the local's most active speakers and organizers, had been pulled off the job because he did not have his military exemption papers with him although he was over conscription age.

"During the war years the I.L.A. was the only union that was able to prevent the military authorities interfering with their members on the job. After the passing of the Conscription Act, when the business agent, Pete Sinclair, was arrested by the military for evading the Military Service Act, a two day strike secured his release and an undertaking not to interfere with the waterfront workers again."

Long, who was at the Longshoremen's meeting August 3, 1918 estimates the size of the crowd outside the hall to have been at least 10,000 people.



Waterfront longshoring 1907 everything moved by steel wheeled hand trucks. —(Credit Van. Public Library).



Loading coal at C.P.R. Pier 1905. —(Credit Van. Public Library).

## 1919 General Strike

The six week Winnipeg General Strike of 1919 (May 15-June 26) was a direct result of the anger of labor over the broken promises made to it during the war, the inflation and profiteering that had been carried on by big business while wages were kept down, the unemployment that followed the end of the war, the dissatisfaction that developed within the ranks of labor with

the conservative and do-nothing policies followed by right wing, craft, union leaders, and last but not least the wave of revolutions that swept Europe, beginning with the Russian Revolution of Nov. 1917.

One result in western Canada of this unrest and disillusionment was the growth of a powerful movement within the trade unions for industrial unions, for new policies, and for a Canadian

controlled trade union centre. This culminated in the establishment of the One Big Union (OBU) in the late spring of 1919. But before the OBU really got organized, the Winnipeg General strike broke out.

Labor in other cities and industrial areas — Vancouver, Calgary, Edmonton, Saskatoon, Regina, the coal mining

## Vancouver 1923 Strike

straight time, \$1.35 for overtime, and changes in working conditions including union control of checkers.

Over 1300 of the local's 1400 members voted to strike on Oct. 8 unless their demands were met. A Strike Committee of four was set up; its members were W. A. Pritchard, one of the eight leaders of the Winnipeg General Strike tried on a charge of seditious conspiracy; Albert Hill, Tom Nixon and George Thomas.

The Shipping Federation imported strike-breakers and loaded ships with the assistance of office workers and shed men. The Vancouver Province reported about 350 men armed with shotguns were on duty and a fast launch was manned by an armed crew. Strike-breakers housed in the *Empress of Japan* (CPR ship) and two other ships were reported to be "living royally and enjoying bridal suits."

On October 11 Dominion fair wage officer Harrison interviewed representa-

tives of both the union and the Federation and forwarded a report to Ottawa.

On October 16th union charged that the CPR was importing armed thugs. The same day the Federation announced it would "make no peace" with the union.

The Federation refused to meet union leaders and set up its own hiring hall.

On November 2 the federal department of labour announced it was ready to mediate when the parties were ready. The union said it was prepared to return to work under the old conditions if the federal department of labour would mediate.

On November 17 Vancouver Trades and Labour Council made approaches to the Federation and was informed that the men now working on the docks were forming their own union, the Vancouver and District Waterfront Workers Association. On November 21 the Federation made public the terms it had submitted to the Trades and Labour

Council — no further negotiations of any kind with the I.L.A. men at present employed to remain on the job and strikers to be hired as needed, wages and conditions unchanged. The following day the strikers were almost unanimous in rejecting the Federation's proposal.

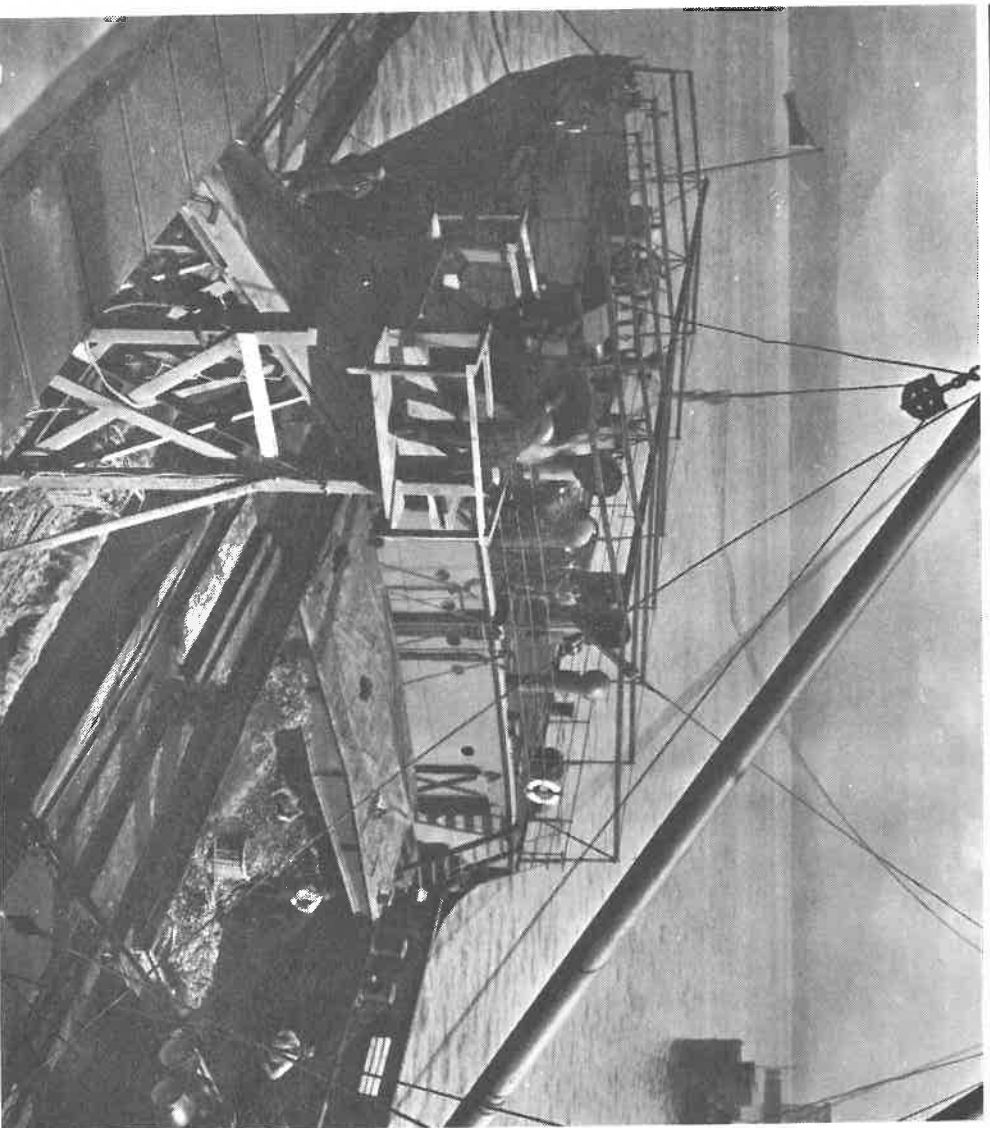
On November 29 Dominion fair wage officer Harrison proposed establishment of a government employment office and on December 4 provincial deputy labour minister J.D. McEwen conferred with the union and the Federation on this proposal.

On December 5 there was a report that the Trades and Labour Council has asked its affiliated unions to discuss the question of a general strike to support the Longshoremen, but nothing appears to have come of it. Five days later, on December 10, the Longshoremen agreed to use the government employment office, forced to accept the Federation's flat position that they would be hired as needed, and the strike was ended.

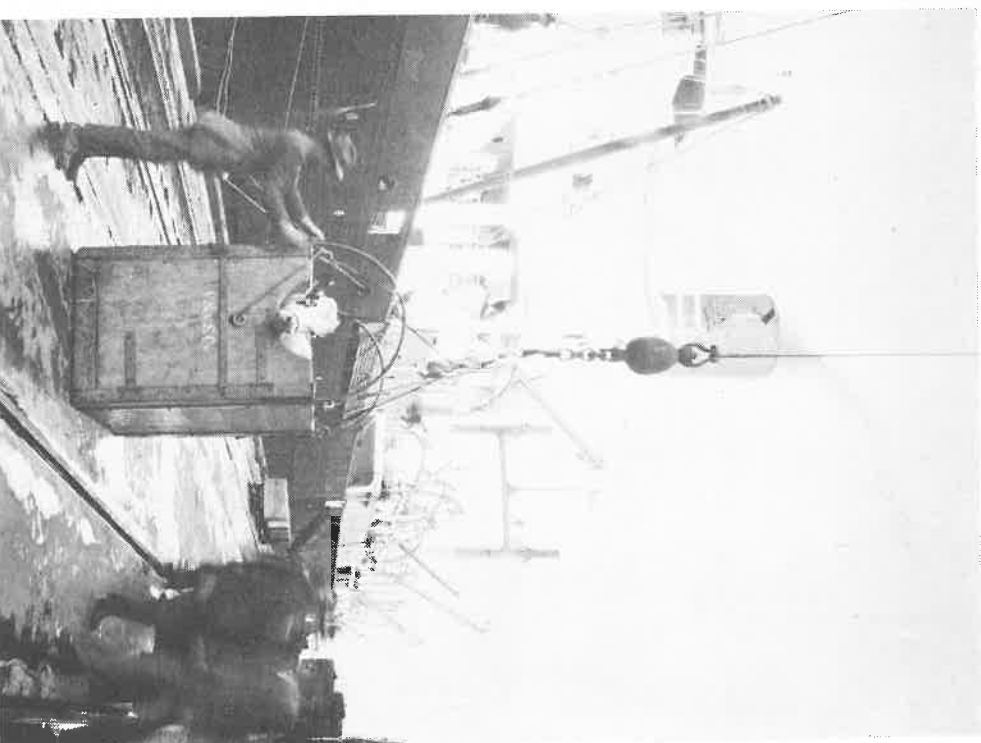
The two month 1923 strike of Vancouver longshoremen — Oct. 8 to Dec. 10 — was deliberately provoked by the employers with the aim of destroying the International Longshoremen's Association (ILA) which had organized B.C. longshoremen up and down the coast. 1922 I.L.A. Directory lists George Thomas as secretary of local 38-52 and S.G. Osborne as secretary of the local's Auxiliary, the Waterfront Freight Handlers Association. Labor journalist O' Bill Bennett said about the cause of the 1923 strike:

"The I.L.A. was becoming too powerful; they had boosted wages from 35¢ to 90¢ and were going to do some more boosting . . . the Shipping Federation used the opportunity of the strike that followed to destroy the I.L.A., the CPR taking the lead."

Matters came to a head when the union prepared its demands for a new contract. According to the Vancouver Province, the demands of the local included 90¢ for



"Canadian Planter" unloading Copra 1925. —(Credit Van. Public Library).



Loading cattle at Ballantyne, 1920's. —(Credit Van. Public Library).

# 1923 TO 1935 STRIKE

## Rebuilding Starts

After defeat of the 1923 strike, the only organization on the Vancouver waterfront other than the Shipping Federation-promoted Vancouver and District Waterfront Workers Association was one that came to be known as the Bows and Arrows.

The lumber handlers had voted against the strike, according to Edward Long. After it ended a group of them interviewed Capt. Crawford, president of Empire Stevedoring Company, and he agreed to give them a percentage of the work on the waterfront. About 10 gangs were formed. In a sense, it was a continuation of the old Lumber Handlers Union of 1906.

The Bows and Arrows acquired their title because the majority of them were Native Indians, but among them were Hawaiians, three or four Native Indians from Latin American countries, and whites of various national origins. Their headquarters were in the old Seamen's Hall on Powell Street and their business agent was James (Jimmy) Greer. They maintained their separate identity until around 1933.

The 1929 constitution and by-laws of the Vancouver and District Waterfront Workers Association included clauses "to promote harmony between the members and their employers" and "to support the existing form of Government of Canada and resist all revolutionary movements." A 75 percent majority was required for strike action.

A 1930 dues book of the VDWWA stated that: "The obligation of the members shall be . . . to be faithful to employers and neither by word or act bring discredit upon the Association or prejudice its relations with its employers."

A 1931 Shipping Federation booklet on Rules, Working Conditions and Wage Schedules lists wages at 83¢ per hour for

docks (\$1.25 for overtime) and 87¢ for ships (\$1.30 overtime.)

## New Contract

A three year agreement signed by the VDWWA in 1934 provided for wages of 85¢ per hour (\$1.28 overtime) for longshore work, and 81¢ per hour (\$1.22 overtime) for dock men. President of the VDWWA was Milton Reid, while Allan L. Walker was secretary.

Conditions on the waterfronts of B.C. ports after the strike compell the longshoremen either to seek improvement through the organizations the Shipping Federation itself had brought into being, as in Vancouver and New Westminster, or where no organization existed, as in Chemainus, to create one. With the onset of the depression conditions worsened and the rising militancy of the workers completed the decade long process of transforming company unions into fighting labour organizations.

## New Organization

By 1934 an organization uniting longshoremen, seamen and other maritime workers had been established—the Longshoremen and Water Transport Workers of Canada. It included the Vancouver and District Waterfront Workers Association, Coastwise Longshoremen and Freight Handlers Association, New Westminster and District Waterfront Workers Association. In 1935 an Export Log Workers Association and Grain Liners' Union were organized and brought into it.

The Seafarers' Industrial Union was linked with it. This organization in turn had been brought into existence by merging the Marine Workers' Industrial Union branch, established in Vancouver in 1932, and the Federated Seamen's Union and Canadian Amalgamated Association of Seamen. (Earl King was one of the organizers of the Federated

Seamen's Union and its first secretary.)

Longshoremen in virtually all B.C. ports had been organized by the spring of 1935, with longshoremen's unions at Vancouver, New Westminster, Powell River, Prince Rupert, Victoria, Chemainus, Nanaimo and Port Alberni. All were either affiliated to the Longshoremen and Water Transport Workers of Canada or worked closely with it. Last to be organized were the longshoremen at Chemainus, where an attempt to organize was defeated in 1934. A lightning campaign in March, 1935 brought 150 longshoremen there into the Progressive Waterfront Workers' Association.

Throughout the spring a number of seamen's and waterfront workers' strikes gave greater strength to the Longshoremen and Transport Workers.

In February, a mass meeting of longshoremen in Vancouver's Royal Theatre backed up a complaint that surplus men were getting work which should be going to affiliated locals with a motion that "union men would refuse to work with surplus men unless their slip was stamped by the business agent." The Shipping Federation issued an order that no union stamped slip would be recognized. But the union made its ruling stick by job action.

On March 20, 30 grain liners employed by Empire Stevedoring Company, members of the newly organized Grain Liners' Union, working the Steel Enterprise of Seattle, won a two hour strike for a uniform wage scale, union recognition and no discrimination. On April 4, 120 members of the Export Log Workers, also newly organized, struck in North Vancouver, against wages as low as 35 cents an hour. They won their demands for 65 cents for all boom work, 75 cents for sawyers, graders and boatmen on April 26. Both strike actions were won with the support of longshoremen and seamen.

In April, 1935 Alphonse Ratti, delegate

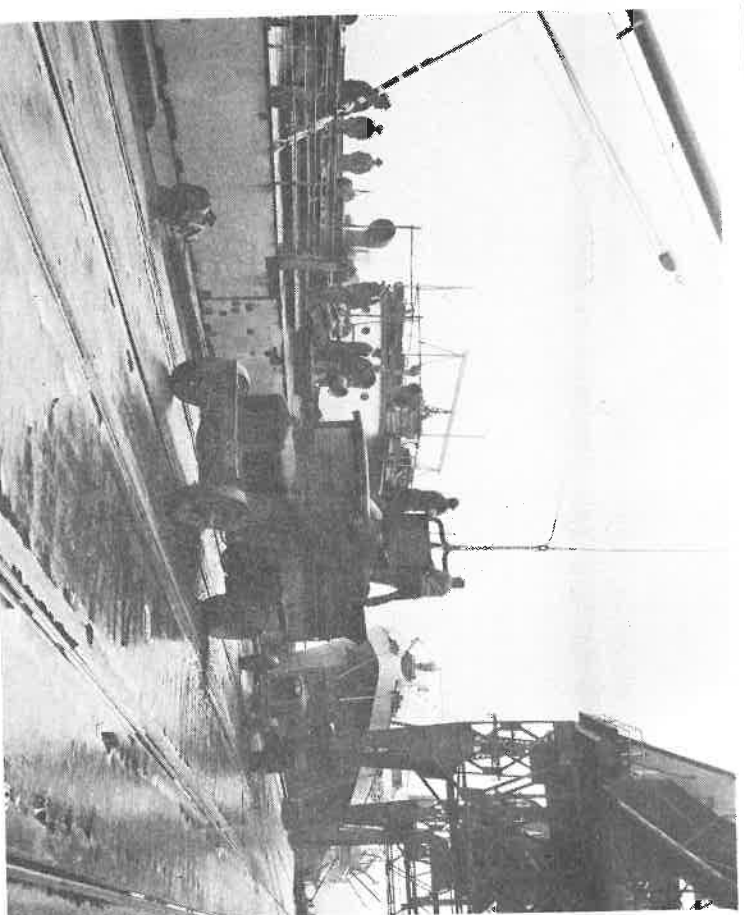
of the Longshoremen and Water Transport Workers and Vancouver and District Waterfront Workers Association, was barred by the U.S. immigration at the border en route to attend the Marine Federation convention in Seattle, April 14-15. According to the B.C. Workers' News of April 18: "The Immigration Officer informed him a 'volcano' was expected on the Seattle waterfront at any time." Barring of Ratti, a Canadian born longshoreman, followed by a few weeks U.S. Immigration refusal to allow Oscar Salonen, Vancouver and District Waterfront Workers Association business agent, to cross the border.

A volcano was indeed about to break out on the Vancouver waterfront.

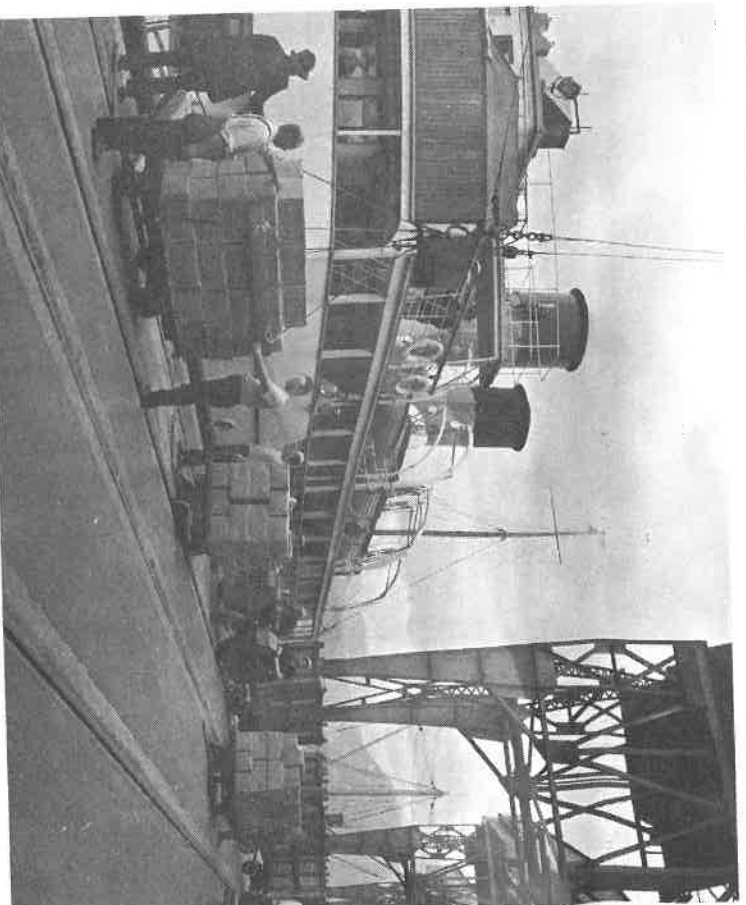
On April 29, longshoremen on the Vancouver waterfront staged a one hour protest strike, from 3 to 4 p.m., against the federal government's "slave camps" for single unemployed. Led by Arthur H. Evans, who later, in June-July 1935, headed the On-To-Ottawa trek of unemployed culminating in the Dominion Day riot at Regina, 3,000 unemployed paraded to the Longshoremen's Hall on Dunlevy Avenue.

On May Day longshoremen declared a 24-hour holiday. (This was the year 15,000 marched in the May Day parade to Stanley Park and 3,000 Vancouver school students struck in sympathy with single unemployed.)

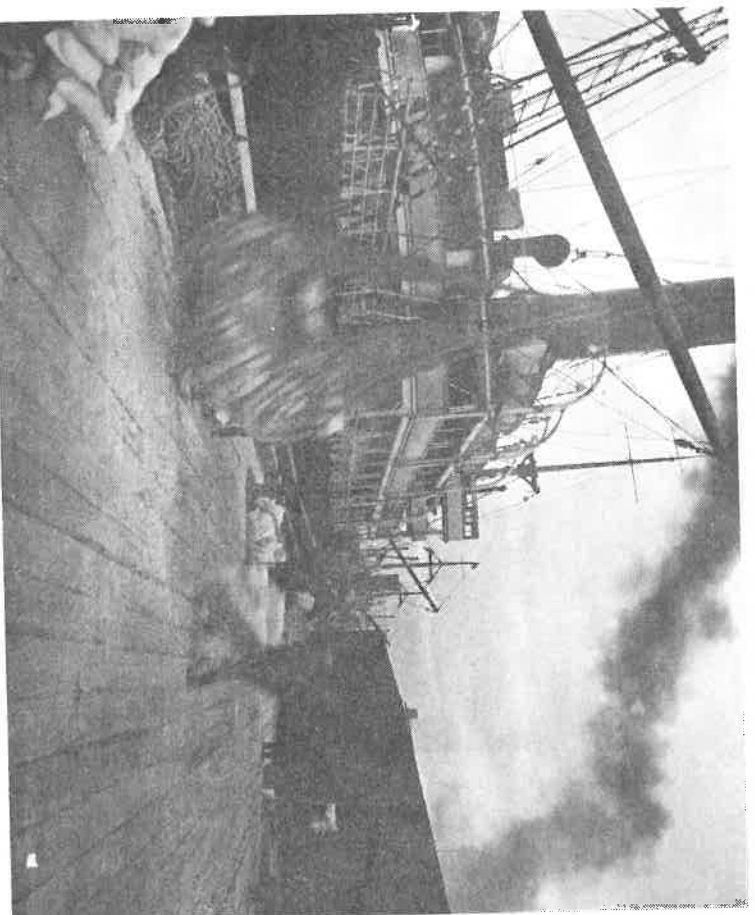
On May 17 the Powell River Pulp and Paper Company (later merged with MacMillan, Bloedel, giant B.C. lumber trust) looked out 50 longshoremen at Powell River when they were about to present demands for 85 cents an hour and union conditions. Longshoremen established picket lines and 2 men were injured when B.C. provincial police (now disbanded) attacked the lines May 30.



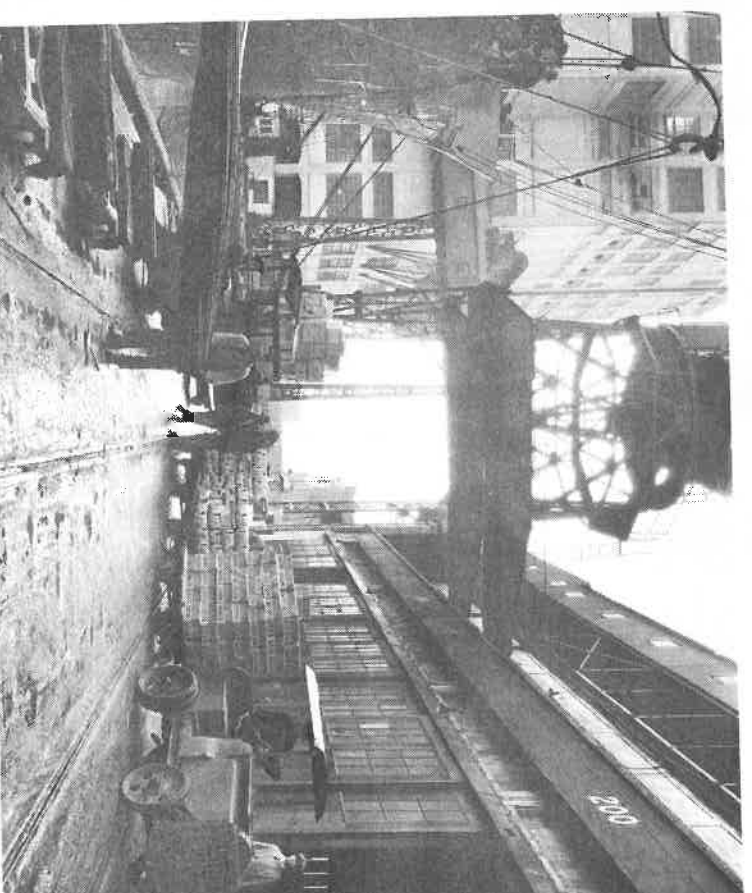
"Nordbo" unloading coal Ballantyne Pier 1933.



"Catala" loading salmon cans for upcoast canneries 1934.



"Hopecrest" unloading mixed cargo at Terminal Dock 1927.



"Hopecrest" unloading mixed cargo 1935.

# "THE JUNE 4 - DEC. 9, 1935 STRIKE"

In Victoria, longshoremen refused to unload the CPR coastal ship *Princess Mary* because her paper cargo had been loaded at Powell River by mill hands. The crew was fired for refusing to touch the cargo, but reinstated when a fireman and stewards' delegation informed the company that all hands intended to walk off.

On June 4, as already mentioned, some 900 Vancouver longshoremen were locked out by the Shipping Federation after gangs had refused to load paper from Powell River aboard the *Anten*. The battle was now on. Vancouver daily newspapers reported that the Federation had formed a company union under government charter.

"The CPR has ordered its office employees to do longshore work and 40 are trying to unload cargo from the *Empress of Japan* (CPR)", said the *B.C. Workers' News* in its June 7 issue. "Pickets are kept from the approaches by scores of police who are stationed at strategic points."

Seattle longshoremen refused to unload the *West Notus*, which left Vancouver after the crew refused to operate winches to provide steam.

On June 17 Ivan Emery, president of the Longshoremen and Transport Workers, announced: "The right to send a delegation on the dock is denied to the union. In the war many of us faced the guns of the German Army. Now we are faced with a squad of Mounties with machine guns behind them. I believe there are enough returned men among us willing to listen to the rattle of machine gun fire again." (*Vancouver Daily Province*, June 17, 1935.)

On June 18 an estimated 1,000 longshoremen marched to Ballantyne Pier. They were led by one of their members, Mickey O'Rourke, holder of the Victoria Cross, awarded during the First World War. At the Alexander Street — Heatley Avenue approaches they were met by massed police headed by Vancouver Police Chief W.W. Foster. Police fired tear gas and charged them when they refused to disperse.

Mounted city police rode their horses through the ranks of the longshoremen, pursuing them through the streets and down back lanes, riding up to the steps of the old houses in the neighbourhood where women and children were gathered, swinging their clubs indiscriminately in what the *Vancouver Daily Province* described as "the bloodiest hours in waterfront history."

The Longshoremen's Women's Auxiliary established a first aid post in the Longshoremen's Hall to treat the injured. Police smashed the windows and hurled tear gas bombs inside.

"The tenaments were crowded with spectators who howled with glee when a policeman was hit," reported the *Province* June 19, a statement which contained a strong element of truth although it was intended to sustain the impression that police were quelling a "communist inspired" disorder.

"Vancouver will no longer tolerate communist agitators who incite to riot, and the port will remain open for trade," declared Vancouver's anti-labour Mayor (later Liberal MP and Senator) Gerald Gratian McGeer.

At least 28 persons were injured in the attack, including a bystander. 21 year old Leonard Binns, who was shot with a sawed off shotgun from a city police prowler car two and a half blocks from Ballantyne Pier and taken to hospital with a leg wound.

Among the 24 persons arrested was Harold Maides, arrested and charged with assaulting an officer, who was beaten by police in the cells, suffering a dislocated elbow.

Vancouver Trades and Labour Council delegates, meeting the night of June 18, defeated a recommendation to refer a protest resolution to the executive for "investigation" by 37-31 adopting the protest motion, after hearing two Longshoremen's representatives report.

On June 20 Ivan Emery and Oscar Salonen were arrested and charged with inciting to riot and engaging in a riot. The charges against Emery were based on a speech he made Sunday, June 16, to a mass meeting in the Arena (long since destroyed by fire). Canadian Labour Defense League obtained Salonen's release on \$1,000 bail, but Emery was held until June 25 before he was released on \$5,000 bail. Thomas Nelson, Canadian Labour Defense League district secretary, was arrested and held for two hours June 22 while arranging bail for others of those arrested.

A supporting conference of representatives of 30 unions — 17 AFL, 4 AOCCL (All Canadian Congress of Labour), 6 Workers Unity League, 3 Independent — as well as 9 Longshoremen and Transport Workers' affiliated locals, was held in the Orange Hall June 23. It adopted a resolution: "That this meeting go on record as protesting the use of police on the docks, and demand that the police be immediately removed, and that the rights of free speech and assembly and peaceful picketing be granted."

But Mayor McGeer had already given his answer on June 20, when he said: "The city will not grant relief to strike families. This would only be subsidizing revolutionary work." Picketing was banned and police lines strengthened.

At the beginning of July Pacific Coast ILA Locals at San Francisco, Portland, Tacoma, Seattle, with the exception of San Diego, were reported to have voted to declare B.C. cargos unfair. San Francisco waterfront locals voted \$1,000 to Vancouver strikers.

Longshoremen and Transport Workers estimated it was costing the Shipping Federation \$120,000 a day to keep the Port of Vancouver "open".

Victoria longshoremen voted 67-4 on July 9 to refuse to work unfair ships and around the same date Chemainus voted 138-0 to stay out on their sympathy strike. Port Alberni local announced that if the strike was not settled by the end of July its members would walk out, too.

On July 13, 100 longshoremen, members of the Victoria Riggers and Transport Workers, were locked out by the Shipping Federation because they refused to load "black cargo" aboard the *Empress of Asia* (CPR). The Seafarers' Industrial Union in Victoria was already on strike.

In mid-July, William A. Pritchard (see 1923 strike), as editor of the *Commonwealth*, toured Vancouver Island in support of the strike with George Brown, editor of *Ship and Dock*, Longshoremen and Transport Workers' paper.

Arrests reported to July 19 were: Vancouver 45, New Westminster 4, North Vancouver 1, Powell River 6, Victoria 11.

## Citizen Support

In mid-July, the B.C. branch of the Fellowship for a Christian Social Order issued a statement, which stated in part:

"Since June 4, 1935, some 900 men organized under the Vancouver and District Waterfront Workers Association, together with at least 1,600 other workers connected with the shipping industry in B.C., have been debarred from their regular employment.

"The majority of these men have had long experience at this dangerous work and few others are qualified to fill their places. During this time there has arisen much need among these men and their families, and the city council has seen fit to deny relief to all those registered as waterfront workers.

"We are satisfied: that from the beginning of this dispute these men have stood ready to enter into negotiations with the Shipping Federation and are prepared to go back to work pending the functioning of a proper conciliation board; that the initial reason for the men having refused to unload the steamship *Anten*, carrying a Powell River cargo, was just and fair.

"Convincing evidence exists that the Powell River union was and is a valid union and that the action of the Powell River Company and Shipping Federation in refusing the recognition of it as such cannot be justified. This was the action that precipitated the present situation.

"On May 25 the Shipping Federation wired to Ottawa applying for a board of conciliation under the Industrial Disputes Act. On June 5, within less than 24 hours of the time when the men were ordered off the *Anten* by the Shipping Federation, the latter body wired to Ottawa withdrawing its application for such a board. The directors of the Federation have, since that withdrawal, so far as we can ascertain, refused to carry on any negotiations with the men as members of the Vancouver and District Waterfront Workers Association. The public has a right to know why the department of labour permitted such a withdrawal in violation of the Act.

"The Shipping Federation in pursuance of their obvious intent to break the union have turned the waterfront into an armed camp, behind which hundreds of inexperienced men are employed in this dangerous work."

The statement endorsed the resolution adopted by the Vancouver Presbytery of

the United Church June 18 reaffirming the right to collective bargaining and demanding that the proper authorities take immediate steps to bring about conciliation.

On August 23 defense minister Grote Stirling met first with the Shipping Federation, then with the central strike committee, to which he reported the Federation was prepared to meet with a committee other than itself. On August 26, in an indirect approach to the strike committee, the Federation indicated it would be prepared to recognize the ILA.

## Davis Inquiry

On September 16, Mr. Justice H.H. Davis of the Supreme Court of Ontario, appointed by the federal labour department to investigate the lockout under the Public Inquiries Act, met with the central strike committee and agreed to begin the inquiry immediately.

On September 28, a tag day in Vancouver for the locked out longshoremen realized \$3,700.

Concluding the nearly one month long inquiry, Davis met October 10 with Shipping Federation representatives J.E. Hall, Federation president, Duncan Cameron, one of four directors, Capt. Crawford, president of Empire Stevedoring Company, and union representatives Ivan Emery, W. Mitchell, Paddy Owen Coyle.

Davis' findings, made public at the end of October, completely exonerated the Shipping Federation. Main findings were:

"That the local unions of longshoremen, seamen, freight handlers, ship liners and log workers in affiliation with the Vancouver Longshoremen to the extent of about 1,500 additional men went out on strike in sympathy with the Vancouver and District Waterfront Workers Association; that none of these local affiliated unions had any dispute with their own employers and made no proper and sufficient enquiry into the real facts of the longshoremen's dispute at Vancouver to entitle them fairly to go out in sympathetic strike." (Clause 7)

"That there was no strike or lockout of any of the employees of the Powell River Company Limited on May 17 and that the Powell River Company Limited was not unfair to labour." (Clause 5)



**Ballantyne Pier June 17, 1935 the bloodiest day in the history of the Vancouver waterfront.**

## STRIKE OFFICIALLY ENDS

At the beginning of December the central strike committee officially terminated the strike. Its press statement read:

"In view of the persistent rumors about the B.C. waterfront strike terminating momentarily, it is felt that an authentic statement should be issued to clear the atmosphere.

"The various local unions involved have decided to stand by their organizations and are at present reorganizing themselves for the purpose of again taking their place in the industrial life of the community.

"They have no intention of losing their identity or usefulness, and when they again place their services at the disposal

"That the strike of the Vancouver and District Waterfront Workers Association and the sympathetic strike were contrary to the principles and best interest of sound labour organization." (Clause 11)

## The Courts

Meanwhile, the courts were handing out harsh sentences to strikers and sympathizers. In October, William Squires, longshoreman and war veteran, holding the Distinguished Conduct Medal and Military Medal, was sentenced to three years and five lashes in Burnaby on charges of robbery with violence and assault, although witnesses testified he was on the picket line at the time of the alleged assault. He was subsequently released on \$3,000 bail pending appeal. Miss Mildred Dougan of the Longshoremen's Women's Auxiliary was fined \$25 or 30 days on a charge of assaulting police officers while on the picket line. She took the 30 days on the grounds that "the money is needed for relief more than it is in the police court treasury."

In Duncan, on Vancouver Island, H. Graham, Cowichan Indian agent, told 100 Native Indians, most of them strikers, that the Indian Affairs Department would not grant relief to Native Indian members of the Chemainus longshoremen's local if they refused work.

In November, Ivan Emery, charged on one count of inciting to riot and two counts of counselling unlawful assembly, was found guilty on the second count, with the jury entering a strong recommendation for leniency. He was sentenced by Mr. Justice Murphy at the end of the Assizes to three months in Oakalla jail.

Others sentenced on charges arising out of the Ballantyne Pier march were: John P. McKay, rioting and being a member of an unlawful assembly, six months; Harold Maides, David Lyall, Einar Carlson, Charles Smith, James Nice, Alfred Bright, rioting, nine months; Charles Brown, rioting, six months; William Kemp, Dan McLeod, Albert Stock, rioting, nine months; John Paulson, James Balderston, Ernest P. McLeod, being members of an unlawful assembly, three months; Jack Hughes, Alex McLeod, rioting and being members of an unlawful assembly, one year.

of the employers shall do so only as organized union men.

"It will require several days to complete reorganization, and after taking everything into consideration it has been decided to officially end the strike on Monday, December 9, at 8 a.m.

"Uniform conditions for the re-employment of the men, consisting only of the actual recognition of the unions of the men's choice, are being presented to all the interested employers, who are not expected to raise any barriers to the reabsorption of the present strikers."

The statement was signed by W. Mitchell, for the central strike committee, Longshoremen and Water Transport Workers of Canada.

# ESTABLISHED FACTS OF THE 1935 STRIKE

Because of the shortage of information regarding the 1935 strike, some things should be pointed out about the structure of the union and some of the conditions that existed. This information was obtained from a number of people who were involved in the dispute at that time and from the 1935 Davis report.

First, it appears that longshoremen were becoming much more militant, so much so that new leadership was elected in the fall of 1934, shortly after the signing of the October 1934 contract which was to last for 3 years. This new leadership took the union on a militant campaign of work stoppages and a continuous campaign to grasp control of the despatch system for the Shipping Federation, actions which were contrary to the agreement signed in 1934.

On May 25, 1935, the Shipping Federation notified the union that it was the duty of the men under the agreement to continue to report for work at the Federation Despatch Hall, and to be despatched from there in accordance with the terms of the agreement. "We wish to notify you that should they fail to do so and there is a resultant stoppage of work, the agreement will no longer be in effect," the employers stated.

This was a fair warning from the employers that they were prepared to

take on the union if they continued to disregard the conditions of the contract.

The longshoremen had insisted that affiliates of the "Longshoremen and Water Transport Workers of Canada" should be given some preference of despatch, after all the registered longshoremen were working. The Shipping Federation did not agree and continued sending out "extra men" or "basement men" as they were called in accordance with the terms of the 1934 contract.

There was an upsurge of militancy among longshoremen after they joined the Longshoremen and Water Transport Workers of Canada." The longshoremen were Local No. 1, but strangely enough this did not get them all the conditions they wanted in the 1934 contract, so job action was carried out.

Now with all this action happening on the waterfront, it is natural to assume the employers were preparing themselves to take on the union, even going so far as to warn the union that "the agreement will no longer be in effect," as previously mentioned.

In Powell River during this time, a person named Robinson was organizing longshoremen in that company town, sent up there by the Vancouver Longshoremen.

On May 16, 1935, fifty one (51) men

separately. All these obstacles were overcome because labor instinctively knows on the basis of bitter experience that unity and class solidarity are the best weapons it has to advance its interests and to fight off employer attacks. And so it took from 1936 to 1959 — a total of 23 years — before all the conditions matured making a united ILWU possible. When the ILWU was finally established as the Canadian Area in 1959, it had a unique feature in its make-up — a Canadian constitution and Canadian autonomy — a provision that had the full support of the international leadership of our union.

The first attempt to bring the ILWU into B.C. was made in New Westminster in 1936, by a small group that had maintained local 38-127 of the ILA after the defeat of the 1935 strike, when a company union, the Royal City Waterfront Workers Association, was set up. Dissatisfied with the lack of service by the ILA, the local's members applied to the ILWU. An ILWU charter was issued to the local, which had 20 members, in Oct. 1937; it became local 1-58 of the ILWU.

By the time of the first international convention of the ILWU in 1938, local 1-11 had also been established in Vancouver, the charter being installed in Feb. of that year. Apparently it had 18 members.

Vancouver delegate Paddy Hunt reported to the 1938 international convention that the local was having a hard time, and that great difficulty was being experienced in keeping up the rent of the union hall which had been in operation for 17 years.

ILA local 38-52 auxiliary was also apparently still in existence at this time too.

New Westminster delegate J. W. Millikan informed the 1938 international convention that local 1-58 was still a minority and that the majority of longshoremen belonged to the Royal City Waterfront Workers Association, which had control of the hiring hall and under whose direction the dispatcher was paid \$200 a month by the company union and another \$300 a month by the Shipping Federation. One of the big issues, he said, was "the abolition of the bosses speed up system."

At the 1939 Second international convention, Vancouver delegate I.A. Emery said that less than half of the 1900 longshoremen on the coast were back at work due to the blacklist established after the 1935 strike, and that in Vancouver 500 out of 1200 were not at work. He also said that 75 coastwise men had succeeded in getting work and that an ILA charter had been issued to them in 1936.

It appears that the two ILWU locals then in existence, in Vancouver and New Westminster, were not able to carry on, for the convention recommended that their charters be lifted.

## District Council

The third international convention in 1940 affirmed by resolution its intention to organize B.C., while the 1941 convention set up District No. 5 — Canada.

met together and formed the "Powell River and District Waterfront Workers' Association" and sought affiliation with the I.W.T.W. of Canada.

These men were employed on a casual basis by the company doing longshore work. The main bulk of longshore work was being done by regular employees of the Company.

On May 17, 1935, the "Heian Maru" was loading and the wharf superintendent hired 16 casual workers from the time office and 6 other men standing on the dock. There were still over 50 men standing on the dock at this time, shortly after. Balderson, a member of the P.R.D.W.W.A., went on the ship and called "all union men off the boat". The six men employed from the dock were the only ones to come off the ship.

According to evidence presented to the Hon. Mr. Justice H.H. Davis, who held hearings and prepared a report on his findings in October 1935, only 4 of the 51 men who formed the union had been on the regular payroll of the company during any part of the past year and these had left the permanent service of the company prior to May 17, 1935. It would appear the union had organized casual longshoremen, not those who were being used as regular employees of the company.

At 1:45 p.m., May 17, 1935, a

However it was not until 1944 when a general upsurge of trade unionism took place on the coast, that the ILWU was established in B.C., this time to stay.

B.C. had six independent unions in 1943, joined together by the B.C. Council of Longshoremen. Sentiment in favor of more militant action and for unity of all longshoremen on the west coast by the members of these groups, which originally were dominated by the employers and functioned as company unions, grew rapidly. Disillusioned with their own groups and with the ILA, an overwhelming sentiment developed to join the I.L.W.U. (Dispatcher, July 30, 1943)

In March 1944 Vancouver longshoremen received a charter for local 501.

At a special meeting on March 1, 1944, 400 members of the Vancouver Waterfront Workers Association voted unanimously to join the I.L.W.U. Later in the month the charter was received at what the Vancouver News Herald described as "a wildly enthusiastic meeting." It was the first international charter for Vancouver longshoremen in 23 years.

It's a long time since we were able to shake hands across the border." Rosco Craycraft, international vice president, told the 300 members present.

Officers elected were president J.T. Thompson; vice president J. Wigham; secretary treasurer A.T. Smith; business agent Harry Charner.

A small ILA local which was still in existence, tried unsuccessfully to block the formation of the I.L.W.U. (Dispatcher Dec. 1, 1944)

New Westminster followed quickly receiving a charter for local 502 in July.

Alberni longshoremen, members of the Alberni District Waterfront Workers voted to join the I.L.W.U. in September and received their charter the same month.

Western Box warehouse in Calgary was also organized, receiving a charter for local 504 soon after.

The next year, 1945, the Prince Rupert Longshoremen's Association, local 2, joined the ILWU becoming local 505 in April of that year. In November the independent Marine Checkers and Weighers Association in Vancouver formed local 506.

While organization of locals was going on, steps were also being taken to unite the locals through a B.C. District Council.

The Council was established at a two day conference held Nov. 30, Dec. 1, 1945 with delegates from Port Alberni, Vancouver and New Westminster. Austin Smith was elected acting president, and Joseph Thompson as acting secretary.

A constitution for the Council was drafted at a one day conference on Dec. 15, 1945 attended by delegates from locals at Vancouver, New Westminster, Port Alberni and Prince Rupert. Cal Cork of Local 503, Port Alberni was elected president, and Joseph Thompson Local 501, Vancouver, as secretary treasurer.

committee of the Powell River District Waterfront Workers left a message for the Manager of Powell River Company Mr. Falconer:

"We wish to notify you that P.R. & D.W.W. is now officially on strike and if the company wants to communicate with our committee, phone 4437. Earnest McLeod, Secretary."

Prior to this, no meetings had been held with the company by the P.P. & D.W.W.

At 1:47 p.m., May 17, 1935, Robinson, who had organized the men, telegraphed the following message from Powell River to the Longshoremen and Water Transport Workers of Canada at Vancouver:

"P.R. & D.W.W. Association declared strike action on dock at Powell River demanding Union rates and conditions non union labour being used to load ships notify all locals Powell River Co. has refused to see negotiating committee."

The Longshoremen and Water Transport Workers of Canada then notified all locals:

"A wire from Powell River just received, informs us that the longshoremen there have been locked out. The longshoremen have declared a strike against the Powell River Pulp and Paper Company. All ships from Powell River will be placed on the

Cont'd. on P. 12

## REORGANIZATION ACHIEVED

After the 1926 strike was broken and existing organizations smashed, two new organizations were established in Vancouver, the Canadian Waterfront Workers Association and the Vancouver Longshoremen's Association. In 1936 they signed a five year agreement with the Shipping Federation limiting the total membership of the two organizations to 650, and including a provision that new members must be acceptable to the Shipping Federation. Wages were set at 86¢ per hour for dock men and 90¢ for ship, with overtime rates at \$1.29 and \$1.35 respectively. The officers of the CWWA were S.C. Brown, president, and R. Adrian, secretary. Robert Kelly was president of the VLA and O. Hayes, secretary.

The following year, 1937, however, a new four year agreement was signed, this time including the North Vancouver Longshoremen's Association. It limited the membership to 715 for the CWWA and VLA and 85 for the NVLA, for a total of 800. Wages were raised to 91¢ for dock men (overtime \$1.37) and 95¢ for ship (overtime \$1.42). A. Adrian was still secretary of the CWWA but Chas. E. Bailey had been elected president. VLA president was Joseph Boyes; secretary H. Burgess.

Next year a separate two year agreement was signed between the Shipping Federation and the Burrard Coastwise Longshoremen's Association, providing \$1.00 per hour wages and \$1.35 for overtime. President of the BCLA was T. Laughton; the secretary was A. Nichol.

The 1939 constitution of the CWWA barred "any form of demonstration, parades, or affiliation with any radical movement." It stated that applications for membership "must be submitted to the person from time to time occupying the position of Labour Manager for the Shipping Federation."

The 1941 constitution listed one of its aims and objects "to resist all revolutionary movements in the Government of Canada and to support law and order." (What revolutionary movements were going on within the Government of Canada it did not specify!)

## Establishment of ILWU in B.C.

The organization of the ILWU in British Columbia was a long, difficult and often painful process. Many problems had to be overcome. The smashing of the 1935 strike brought in its wake company controlled unions, company control over hiring halls, long blacklists against militant unionists, and discouragement. The employers, directly and indirectly, did their best to prevent locals of the ILWU from being set up. When locals were set up, they at first jealously guarded their local autonomy, fearing that in a united province-wide ILWU they might lose some of this local autonomy. Small locals feared domination by larger ones.

But common sense dictated that unity must be established, that if they didn't hang together they would all hang



**ROSCOE GRACYCRAFT**  
Vice-President I.L.W.U. in 1940's

At the Sixth international convention in 1945, it was reported that charters had been issued to three longshore locals in Canada. Canadian delegates at the convention were Joseph Boyes and Austin Smith of local 501, Vancouver; E. (Loverly), Local 502, New Westminster; Percy Goddard, Local 503, Port Alberni and Frank Brooks, Calgary, warehouse local 504.

At the Seventh international convention in 1947, the Canadian membership was reported as 1400. Canada delegates were W. Henderson and Josep Boyes, Local 501; John Berry, Local 502; Peter E. Wenverlow, Local 507, Vancouver. A resolution from five Vancouver locals dealing with per capita from Canadian locals was unanimously voted down with the international officers instructed to make an investigation.

Canadian delegates to the Ninth international convention in 1951 were R. (Cope), local 502, New Westminster; James B. Young, local 503, Port Alberni; William Wright, local 506, Vancouver; J. C. Hennigar, local 507, Vancouver; an Duncan Davidson, local 508, Chemainus. Other locals were established in the following order:

Local 507, Grainliners, Vancouver; April 1946.

Local 508, Chemainus, June, 1947

Local 509, Coastwise, May 1953

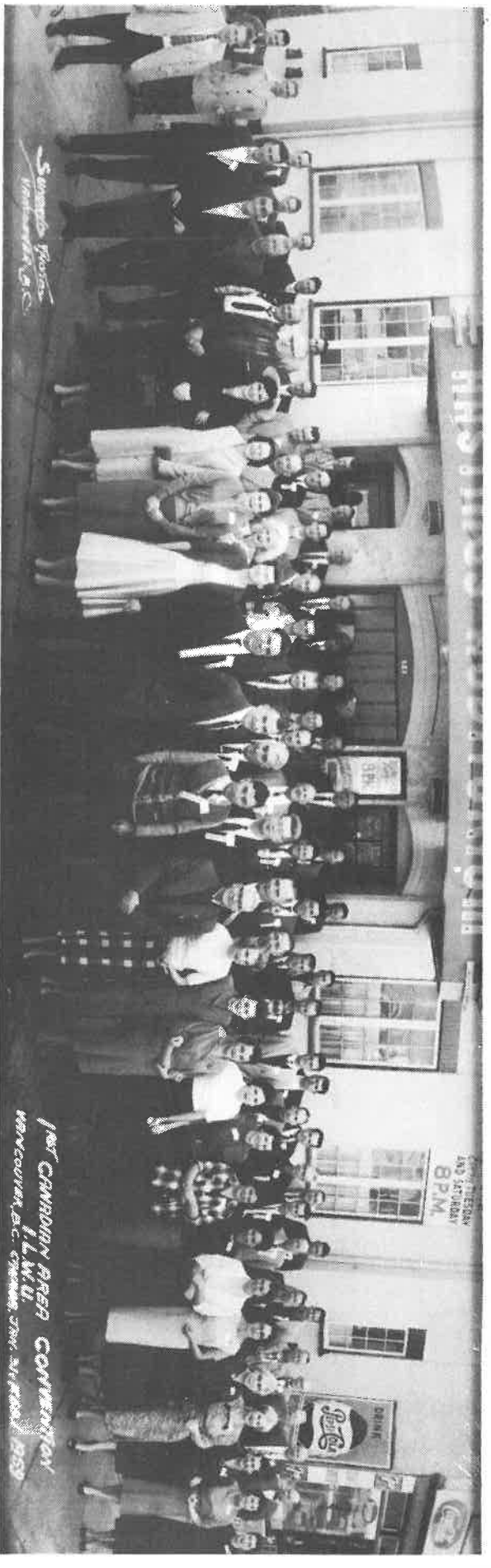
The First Aid Attendants were organized in Feb. 1951 as a division of local 507; in March 1953 they were chartered as local 510.

Local 511 (warehouse) covering Pacific Coast Terminals in New Westminster was chartered in May 1953. The same year they remaining ILA local in Vancouver joined the ILWU.

Local 512, which became the warehouses division of local 501, was chartered in Feb. 1954.

Local 504, Victoria, formerly an ILWU local, was chartered in the ILWU in Nov. 1956. This completed the organization of all B.C. longshoremen into the ILWU.

A charter for local 513 was issued to the workers of the Elk Falls Company at Campbell River but was never activated.



**Establishment of Canadian Area**

The B.C. District Council continued in existence until January 1959 when the first Canadian Area convention was held.

The highlight of this founding convention was the adoption of a constitution for the Canadian Area which

granted full autonomy for our Canadian membership within the international union. We are one of the few international unions which provides such autonomy for its Canadian membership. This is a tribute to our international leadership which recognizes that

Canadian trade unionists want the right to run their own affairs.

A. Mackie, president of the B.C. District Council, which went out of existence following the election of Canadian Area officers and Board officers, reported to the founding convention that the I.L.W.U. had 2100 members in Canada.

The first Canadian officers elected by referendum ballot following the convention were: C.H. Pritchett President; V. Shannon, Secretary; Treasurer: R. Smith, 1st Vice President; E. Blixt, 2nd Vice President; D. Beatty, 3rd Vice President.

# Unity and Progress

New locals formed since 1959 include:

Local 514— Foremen

Local 517 — Vancouver Harbour

Employees

Local 516— Supercargos

Local 518— CPR employees

Local 515, consisting entirely of Native Indians, was formed to enable Indian longshoremen to benefit from union conditions during a log loading operation on the reserve at Port Simpson.

The first Ladies Auxiliary in Canada was formed in New Westminster in March, 1952, with Mrs. Mickey Beagle as president and Mrs. Kathleen Berry as secretary treasurer.

Local 507, Vancouver established the second Ladies Auxiliary in 1955. And its officers were Mrs. Gladys Sambidge, president; Mrs. Rose Ogren, vice president; Mrs. Vera Stock, secretary Treasurer.

Local 502, New Westminster also organized the first longshoremen's Credit Union. The Dispatcher of Mar. 4, 1952 reported it as being a little over one year old.

Five years later in August 1957 locals 26, 30 and 33 formed the District council of I.L.W.U. Auxiliaries in Canada.

While all this organization work was going on the battle for improved wages and conditions was also stepped up.

A contract signed in 1947 brought a 15c wage increase bringing wages in the locals up to \$1.40 per hour.

1948 saw the first single uniform agreement for the deepsea locals.

In October 1951, dockers in all seven locals won a 27c increase in a two year contract, bringing wages at the expiration of the contract to \$2.00 per hour.

However, it required a one month strike in 1958 to convince the employers that the I.L.W.U. meant business. By that time the I.L.W.U. had nearly 2000 members. All locals except Prince Rupert and Local 509 Coastwise went on strike August 22, with the main demands being an adequate jointly controlled pension plan, a straight

8 hour day shift to replace the current 9 hour shifts, a 4 hour minimum call out and a wage increase.

The Shipping Federation demanded compulsory arbitration, but got nowhere with this effort to break the strike. The strike received the wholehearted support of the entire Canadian labour movement.

On September 22 the strike ended in victory for the union. Gains included one single agreement covering locals 501, 502, 503, 504, 508, cost items totalling 45c an hour, a joint trusteeship and administration pension plan with employers contributing 16c per hour, pension benefits of \$3.00 per month per year of service from time of employment, and the work day reduced from 9 to 8 hours.

A message of congratulations from the international officers declared: "Congratulations on a magnificent victory. At a time when many unions are in full retreat and anti union employers and politicians are driving hard, your victory deserves special acclaim. We are proud of the solidarity, understanding and militant fighting spirit of the British Columbia membership which brought the strike to its successful conclusion."

The same year the Northland strike ended in victory for the engineers and locked out longshoremen. When an injunction was issued against the I.L.W.U., their pickets were withdrawn and replaced by an "observer" picket line of 600 workers and their families from all sections of the trade union movement.

In 1960 the Canadian Area of the I.L.W.U. won its first Mechanization and Modernization Pact with the employers, whereby longshoremen were protected against adverse effects of technological advance on the waterfront. The two year agreement, covering members from locals 501, 502, 503, 504 and 508, won the union a guaranteed work program of 1820 hours a year, a joint union-employer committee on mechanization, a wage increase which would bring wages up to



**Longshore demonstration in 1963 around Labour Department Office in support of the Union Negotiating Committee.**

\$2.94 by May 1, 1961, provision rules on commodities and job training.

"We have been able to pioneer in winning a guaranteed work program," declared Roy C. Smith, chairman of the Negotiating Committee, in reporting on the gains to the membership.

At the second Canadian Area Convention in January 1960, Canadian Area President Craig Pritchett reported a total membership of 2500.

In June 1961 the Canadian Area membership by a 2-1 referendum ballot voted to spend \$2200 a year on university scholarships for the sons and daughters of I.L.W.U. members.

In July, in accordance with a decision made at the 1960 area convention. A Lower Mainland Pensioners Club of the I.L.W.U. was set up.

In August Canadian Area locals were circulating a peace petition.

In the same month Bud Barker Canadian Area vice-president was sent to Cuba as a member of a Vancouver trade union delegation.

In 1961 the Canadian Area I.L.W.U. published a widely circulated and popular pamphlet "A Look at Labors Problems" which dealt with the need for labour sharing in the benefits of automation.

The fourth Canadian Area Convention in February 1962, reported a membership of 2200. Plans were laid for an industry wide agreement negotiated by an industry wide committee. The key issue was parity for all longshoremen. Up to this time separate contracts had been signed, although basic rates and conditions applied throughout the industry. Local plans were still in effect covering pensions, vacations, welfare, etc. The aim now was to coordinate negotiations and contracts for the three I.L.W.U. divisions — deepsea, coastwise and warehouse, and to guarantee that there would be no layoffs due to mechanization.

These negotiations were long and arduous lasting for 14 months. The unions demands were backed up by a solid strike vote of 94 percent in June 1963. By August the employers were forced to sign in what was a clear cut victory for the union. The decision of the five deepsea locals to forego immediate benefits for themselves and concentrate on achieving parity of wages and benefits for all members of the union was a decisive factor in victory and helped to draw all the locals closer together under the structure of the Canadian area.

The three year pact included two agreements, one with the Shipping Federation and the other with the What Operators which were uniform in many respects and provided parity in wages by the end of the agreement. A 44c wage package provided for wages of \$3.38 by August 1, 1965. Layoffs for technological reasons were prohibited. A guarantee of 1820 hours a year or 35 hours a week was implemented, provided cargos remained at current levels. Payments of \$100 a month for 72 months was agreed on for members retiring with 25 years service at age 55.

The Automation Protection Plan, said the Negotiating Committee, is "designed to safeguard the workers in the industry against the effects of mechanization and automation by means of job guarantees, and supplementary payment of \$7200 on retirement. At the same time, the agreement includes modification of work rules which enable the employers to realize greater savings from mechanization."

It noted that the agreement embodied "some of the most far reaching changes in conditions attained by any union in recent years."

The thanks of the Canadian membership to the international executive board and whole union for their help and advice were expressed in a telegram to the international by the Canadian Area Executive Board.



**Local 501 picket line, 1958.**



1963 Vancouver and New Westminster picnic, Stanley Park. Vancouver parents and kids.

(Cont'd. from Page 7)

"Without this support," it declared, "it would have been almost impossible to achieve our aims without strike action. It is this type of cooperation within and between unions that is the yardstick by which the success of negotiations can usually be measured."

In the spring of 1963 the Canadian Area I.L.W.U. presented a brief to public hearings of the Compensation Board. The I.L.W.U. brief, well documented with case histories, was highly commended by other unions.

In the summer Vancouver Longshoremen resumed their annual picnics for the first time in 10 years. The crowd of 8000 in Stanley Park on July 18 was reported to be the biggest picnic gathering ever held in the Park.

Two years later when the union's membership had grown to 3000, the employers saw their chance to take a wack at the union. In August 1965, the I.L.W.U. had successfully asserted and won jurisdiction over longshore work at Squamish, despite an injunction against



Pickets at Squamish, 1965.

picketing. Then attorney general Robert Bonner (now a top executive in MacMillan Bloedel) used his position to personally bring contempt of court charges against six I.L.W.U. members and the union. Charged were A.H. Barker, Canadian Area President; Bev Dunphy, 1st vice president, C. J. Cordocedo, local 501 president, and James Boles and D. M. Swanston, both members of local 501. The trial that followed, attended by many prominent labor leaders, lasted for six days. At its conclusion the charges against Dunphy, Boles, Cordocedo and Swanston were dismissed. The union was fined \$10,000 and Barker was given a fine of \$1,500 or three months in jail. The union paid the fines.

The following year, June 1966, the employers struck again. Ten I.L.W.U. presidents were jailed on contempt of court charges when they refused to order longshoremen to work on May 23, Queen

Victoria Day, a federal statutory holiday, despite the fact that their refusal was in accord with federal labor legislation. The Canadian Area president was fined \$500 while the nine local presidents received \$400 fines each. The nine chose jail in protest against the use of injunctions to order the union to order its men to work.

Imprisoned were Roy C. Smith, Canadian Area president; L. Copan, president 501 Vancouver; D.P. Garcia, president local 502 New Westminster; L. Mackie, president Local 503 Port Alberni; G. W. Ball, president Local 504 Victoria; E. Pilford, president Local 505, Prince Rupert; W. Laurillard president local 506 Checkers Vancouver; W. Foster, president, Local 507 Grainliners, Vancouver; D. Mason, president, Local 508 Chemannus; V. Shannon, president, Local 510 First Aid, Vancouver. "We cannot and we will not allow ourselves to be bullied by the employers into doing something which will take away the rights of the membership." Roy C. Smith said to the court on behalf of the accused, "We feel that in order to protect ourselves we must reluctantly engage in civic disobedience."

The principled position of the I.L.W.U. leaders won the admiration of the B.C. Federation of Labor.

"We commend the 10 officials," declared the Union Federation, "for their

total dedication to trade union principles by accepting jail terms rather than order their membership to work on a holiday."

The union won out in its determination not to work on statutory holidays. Shortly after their imprisonment, the Minister of Labour announced officially that the benefits of the Labor Code would also apply to longshoremen. The B.C. Federation of Labour paid the fines of the

union leaders and after spending three weeks in prison, they were released.

In the three year contract signed in the summer of 1966 after another long period of negotiations, the union again won outstanding gains. For the first time all I.L.W.U. members were covered by one industry wide agreement. Pensions were raised to \$4.00 per member for each year



Local 514 picket line 1966 for recognition of the Union.



I.L.W.U. leaders after their release from jail. Left to right — W. Laurillard, Les Copan, D. Garcia, L. Mackie, R. Smith, E. Pilfold, Stan Ball, Wm. "Red" Foster, Dave Mason, Vince Shannon.



Vancouver & New Westminster picnic, Stanley Park 1963. New Westminster parents & kids.

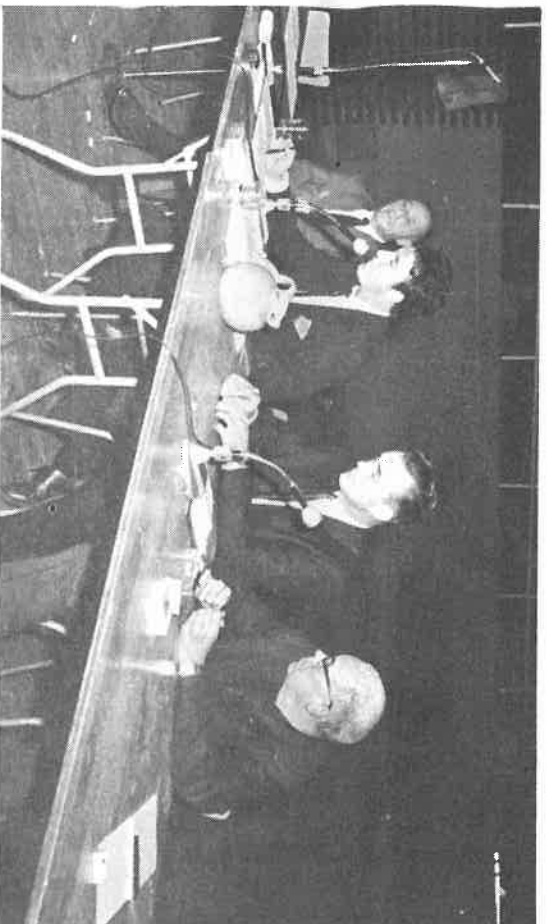
of service at age 65 for all members of all locals, establishing parity in pensions throughout the industry.

"A long standing objective of the I.L.W.U. in Canada has been reached," said the Canadian Area Executive Board, "with agreement on one industry wide

collective contract covering all members."

"Now that we have reached parity in pensions throughout the industry, we have settled a long standing pension problem that has been plaguing us for years.

"We are also pleased that the regular casual work force in the industry will now be covered by welfare benefits."



First meeting of amalgamated Vancouver locals. Left to right — L. Goldblatt, International Secretary-Treasurer; Lou Kaufman, President; Frank Kennedy, Vice-President; Watson Jones, Secretary - Treasurer.

### Amalgamation Achieved

In the summer of 1966, all seven Vancouver locals (501, 506, 507, 509, 510, 518) were amalgamated to form local 501. Its first president was Lou Kaufman. New Westminster locals 502 and 511 also amalgamated into local 502.

### Foreman Tie-up Waterfront

In the fall of 1966 the B.C. waterfront was tied up for 23 days by a strike of 190

foremen in local 514. Recognition of the union was the main issue. The strike was won.

Before the end of the year the union won another victory — paid statutory holidays — when the Canada (Labour) Standards Act was amended by parliament to include longshoremen.

### 1967 Convention

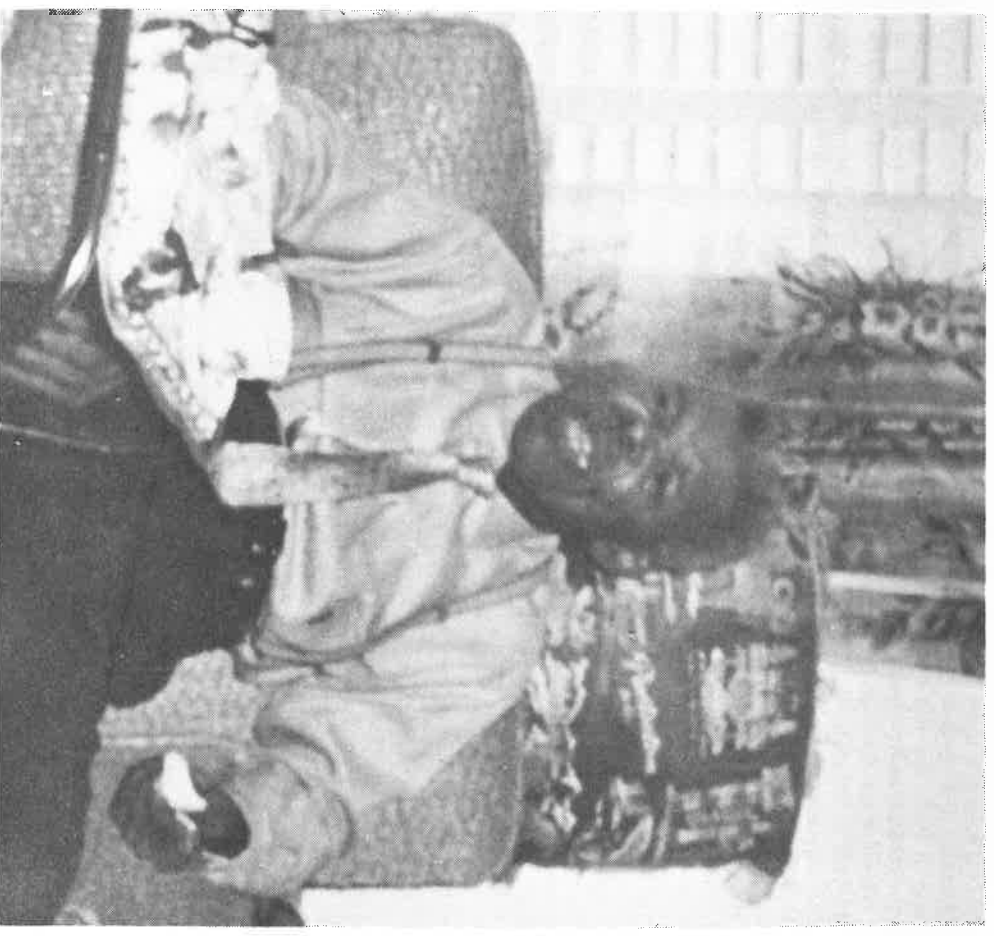
By its ninth convention in May, 1967 the union was able to report a membership of 3200.

## '69 - '70 Negotiations

The 1969-70 negotiations were probably the most eventful and dramatic in the union's history. Three times the membership rejected the proposals for a new contract presented by the negotiating Committee. A special convention in November 1969 resulted in the election of new officers. Robert Peebles replaced Area President Andy Kotowich who did not contest the seat. "Babe" Goodfellow won out as 1st vice president. Harvey Elder of Local 502 was elected 2nd vice

president, and Chester Ross of Local 503 as third vice president. Lou Kaufman was elected as secretary-treasurer.

After two strikes a settlement was reached. It included the 8 hour guarantee, the 35 hour guarantee for 26 weeks, a wage increase of \$1.15 and new manning regulations providing for "all the men necessary; no unnecessary men," an increase in automation benefits from \$7200 to \$13,000 the 7 day week in industry and smaller work gangs.



## Fitz St. John Dies; Pioneer In B.C. Labour

The death of William Fitz St. John in '70 of North Vancouver, B.C., at the age of 95 severed one of the last living links with the very early struggles of B.C. longshoremen for unionism and decent conditions.

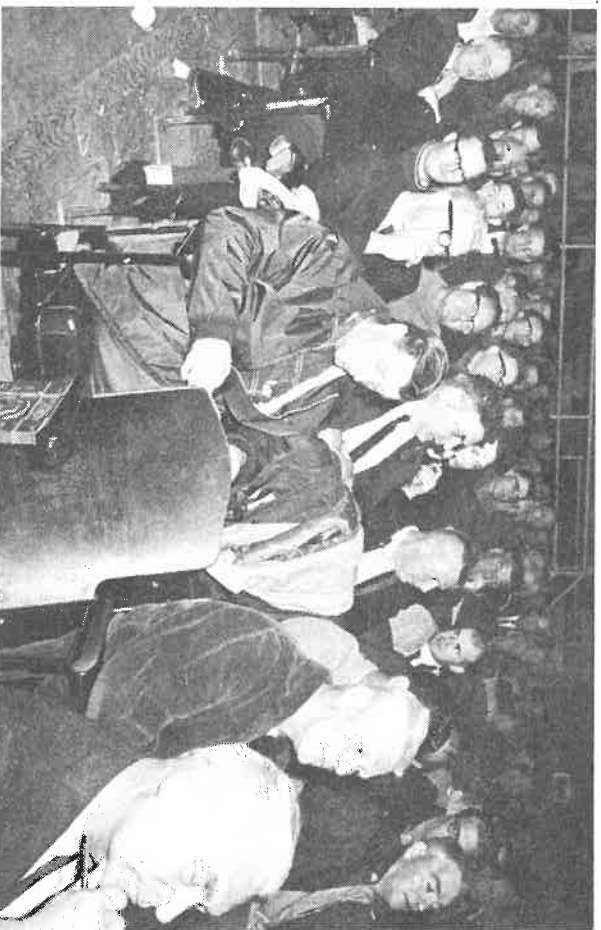
Born of a wealthy family of black plantation owners in the West Indies he early rebelled against the privileged life and went to sea.

In 1907 he came to Victoria where he got odd jobs on the docks. Next year saw him at Chemainus where he hauled lumber by horse and wagon around the saw mill and

supervised the loading of sailing ships with lumber.

"I came to know him in 1922 or 1923," said Sam Engler, retired Vancouver longshoreman and former president of the ILWU Pensioners Club. "Fitz was dedicated to helping his fellow man. He was highly respected and you could always depend on him when you needed a picket line. He was outspoken in a quiet way, never aggressive.

"Fitz always stood firm by his principles which included unionization and doing unto others as you would have them do to you."



Union members attending the first meeting of the amalgamated Local 500.

# MURDER OF FRANK ROGERS

An event which aroused anger, indignation and brought unprecedented unity to the Vancouver labor movement was the murder of Frank Rogers on April 13, 1903.

Frank Rogers was one of the most capable, courageous and popular leaders of his time. For a time he served as vice president of the Fishermen's Union and later as its president. He was also an active member of the United Socialist Party.

In 1900 he was arrested for his activity and leadership during a fishermen's strike on trumped up charges. Twice he found himself in court and twice he was found not guilty. But the employers and the courts were not satisfied so he was kept in prison with bail set at the exorbitant figure of \$10,000. A campaign launched by the trade union movement finally won his release.

In March 1903 CPR workers, organized in the United Brotherhood of Railway Employees, went on strike. The railway's divisional superintendent, H.E. Beasley,

announced publicly that his company was prepared to spend \$1,000,000 "to kill the organization." When the CPR brought in scabs, trade unionists throughout Vancouver gave their full support to the strikers, refusing to touch anything that had been handled by scabs. The CPR also brought in a large number of armed, special police.

On the night of April 13, at about 11:20 P.M., Rogers and two of his companions — a fisherman and a longshoreman — left the Billy Williams Social Oyster and Coffee House at 201 Carrall Street and started down Carrall for the rooming house where Rogers was staying, near the corner of Carrall and Water streets. As they came to the corner and turned west on water they noticed a group of men across the tracks at the approach to Simson's Wharf. They decided to go over and as they started shots rang out. The shots missed his two companions, but Rogers, who was directly beneath the light over the tracks, fell with a bullet in his stomach. He was taken to City

Hospital where he died two days later. The press speculated about the murder but labor had no doubts as to who was responsible. They blamed the employers and especially the CPR with its scabs and special police.

The whole trade union movement turned out for Rogers' funeral. Longshoremen marched in front of the hearse. Behind it followed contingents from the Fishermen, Carpenters, Building Trades, Machinists, Shingle Sawyers and Millworkers, Teamsters, Blacksmiths, Typographical Trades, Musicians, Civic Employees, Barbers, Cigar Makers, and Tailors.

"The funeral of Frank Rogers," the Columbian reported on April 18, "taking place in the pouring rain this afternoon, is the biggest affair of the kind ever seen here. By actual count 854 working men are in line in the procession of mourning on foot, while there are many hacks also."

When the funeral procession reached the Labor Hall on the corner of Dunsmuir

and Homer streets, the longshoremen lined up on each side while the fishermer escorted the casket into the hall.

Three days later, on April 21 a huge protest rally was held by labor at City Hall. The speakers included J.C. Mortimer, socialist leader, and Earnest Burns organizer of the Fishermen's Union.

On April 14 the police arrested Alfrec Allan, a CPR special constable, and charged him with the shooting. Three days later they arrested James F. McGregor, a strike-breaker, charging him with murder. The crown's key witness, Armstrong, testified that he was near the scene of the murder, that McGregor carried a gun and that he had heard McGregor say that he had shot a man. But after a three day adjournment, he changed his story. The CPR which had hired a top lawyer, E.P. Davis, to defend McGregor, had its way. The jury found him not guilty.

Four months after the end of the CPR strike, the longshoremen's union was smashed too.

## CHEMAINUS

Chemainus is one of the older ports on Vancouver Island. N.E. Irving, local 508 dispatcher, recalls that his father-in-law worked as a longshoreman after his arrival in Chemainus in 1898 driving a steam donkey on sailing ships in 1902 part time, as the lumber company here did their own stevedoring.

Fitz-clarence St. John of North Vancouver started working at Chemainus in the year 1900. It appears that the port had been in operation for some years before that. A local historian states that the first ship loaded here in September 1862.

As far as is known, however, no union organization appeared before the 1920's when an ILA local was organized. It was already established by 1922 — Irving recalls seeing a dues book owned by Vic Ordano, now deceased, showing dues paid in 1922. The local was broken after the 1923 Vancouver strike was defeated.

The ILA was back on the scene again in the 1930's, the exact date of its organization uncertain. According to Irving, its president in 1935 was Bob Rae. The local went on strike in 1935 in support of Vancouver, the strike was lost and the ILA again broken.

According to the B.C. Workers News, March 15, 1935, a Vancouver representative of the Longshoremen and Water Transport Workers of Canada arrived in Chemainus and "at a series of rapid fire meetings held in Chemainus and

Ladysmith March 9, 10 and 11, 150 longshoremen operating between Victoria and Port Alberni, the remnants of unorganized longshore labor on Vancouver Island, were organized into a new union, the Progressive Waterfront Workers Association." How long this organization remained in existence is unclear at this time.

Following the loss of the strike the Chemainus and District Longshoremen's Association was formed. An original document, showing a charter granted to the CDLA by the B.C. Council on August 18, 1943, is in possession of the ILWU local. The president of the B.C. Council at the time was J. Lackie; its secretary was A. Smith.

About April 1944, the ILA again was set up. Dues records in the ILWU office show that ILA local 38-164 president was F. Lewis. Irving joined the union in 1946 after being discharged from the Air Force.

The longshoremen in Chemainus were issued an ILWU charter on June 1, 1947 with Bob Rae as the first President.

Dave Mason, who started working on the Chemainus waterfront in 1933 and retired in 1970, recalls the 1935 strike well, because after it was broken he was blacklisted on the waterfront for several years by the employers as a "Red." He also recalled that the last sailing ships came in 1933, loading logs with a swinging boom.

## PORT ALBERNI

As far as is known at this time, the first organization of Port Alberni longshoremen was a local of the ILA which existed in the early 1920's.

James Forrest, retired, former superintendent of Empire Stevedoring, said he belonged to the local in either 1920 or 1921. Two of the leading figures in the local at that time, he recalled, were Bill Bignmore and Jack Wayland. The ILA disappeared, he said, following the defeat of the 1923 strike in Vancouver. Lang Mackie also stated that an ILA local was established in Port Alberni "shortly before the 1923 strike." The ILA Directory for 1922 lists Wm. C. Bignmore as secretary of local 38-22.

Harry Larsen, who started longshoring in 1930 and is still working, said that the next organization was the Alberni District Waterfront Workers Association which was formed in 1933. Three or four gangs were working at the time. He still has two dues books showing that he joined the ADWWA in March 1934. The secretary was J. Pakenham. Larsen also has copies

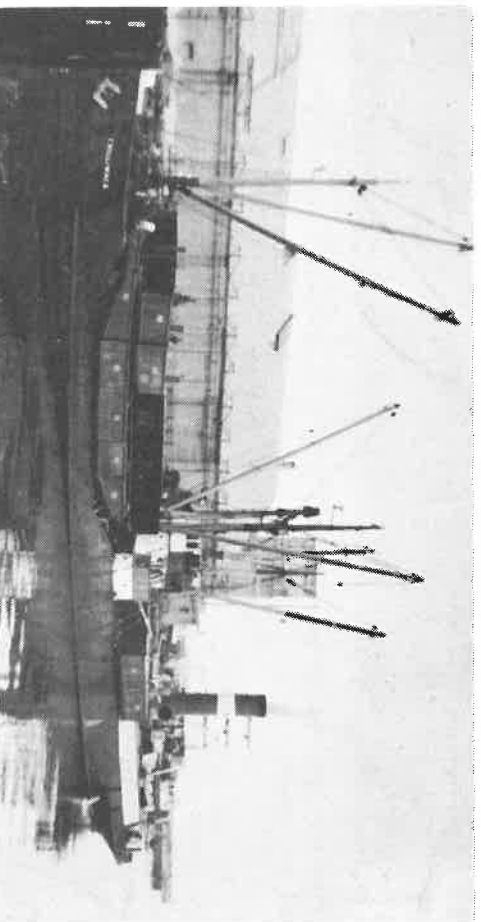
of two agreements signed by the ADWWA in 1935 and 1936. President of the local at the time of these agreements was W.W. Ohs, the vice president was C.F. Cook and the secretary J. Pakenham.

Larsen recalled that in the early day, products loaded by longshoremen in the Port Alberni area included logs, lumber fish and fish meal. Sailing ships were still used in the 1930's, he said.

The ILWU came into Port Alberni in 1944; its original charter dated Sept. 194 is in possession of the local.

A local historian, Mrs. Margaret Trebett whose husband was a longshoreman during the 1930's, said that the last sailing ship to come into Port Alberni was in 1943.

Tragedy struck on the Port Alberni waterfront on April 15, 1966, when the 24,000 ton freighter Archangel, loading packaged lumber and timber, listed spilling men and lumber into the water and onto the docks. Arthur Dube, 38, was killed and five other longshoremen injured.



"Chilliwack" in Victoria 1948 deck load of a scow for assembly on one of the Yukon Rivers.

## VICTORIA

Organization among Victoria longshoremen goes back many years, to long before local 38-26 of the ILA was established some time before 1912. One of the predecessors of the ILA was a union local affiliated with the IWW, another was affiliated to the Federal Labor Party.

An ILA Directory published in 1922 lists Thomas Bourne as secretary of local 38-46.

In 1923 its president was Robert Duncan and the secretary G. Padgett. According to C.C. Richards, who started on the Victoria waterfront in 1927 and is still working, the ILA there suffered the same fate as the Vancouver ILA after the defeat of the 1923 strike, but the charter was kept alive for some years after.

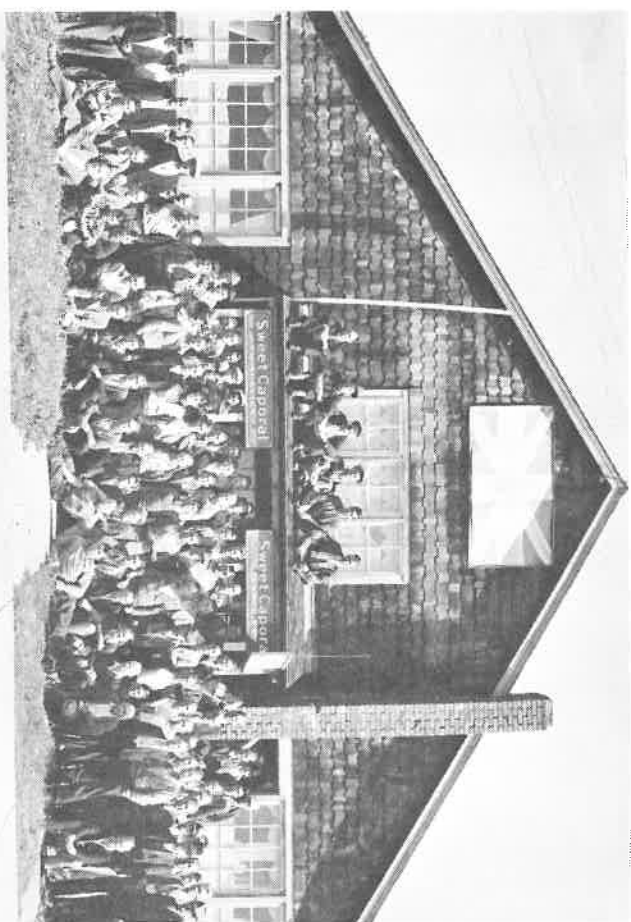
Later the ILA was replaced, says Richards, by two organizations of longshoremen, the Victoria and District Waterfront Workers Association, and the Victoria Riggers and Stevedores. These two locals amalgamated in 1934 and 1935 to form the Victoria Riggers and Transport Workers. It affiliated with and became local 9 of the Longshoremen and Transport Workers of Canada. James Lackie was president of the local and T. Bourne secretary.

The local was actively involved in the 1935 strike. Longshoremen refused to load the CPR's "Princess Mary" from Powell River which had been loaded by mill hands after longshoremen there had been locked out. Victoria longshoremen voted 67-4 on July 9 to refuse to unload unfair ships, and on July 13, 100 members were locked out because of their refusal to unload "black cargo." By July 19 some 11 longshoremen had been arrested in employer efforts to break the union.

According to Richards a vote was taken by longshoremen about two months after the strike resulting in them deciding on the ILA again. Richards says the ILA local was in existence from 1943 to 1953. Its president was C. Richards and the secretary W.M. Scott.

Then a new organization was formed, the Victoria and District Waterfront Workers Association, which received a federal charter from the Trades and Labour Congress as local 560. A copy of an agreement it signed (Sept. 1953 to March 1954) is in the Victoria ILWU office. President was Gus Snelling, secretary W.M. Scott.

Two years later, Victoria longshoremen joined the ILWU with the charter being issued Nov. 21, 1956.



Victoria longshoremen. (No date available).

# Prince Rupert's Early History

As already pointed out, the first union organization of longshoremen in Prince Rupert as far as is today known, was the I.L.A. Local 38-52, set up on Sept. 10, 1910. Fortunately the minute books of this local for the period June 1911 to October 1923 have survived. From them the following summary of the local's activities is gleaned, throwing some light also on developments in Vancouver and Victoria. Other sources included the B.C. Federationist; Canadian Annual Review, 1919; Winnipeg General Strike — by D.C. Masters.

Within a year of its formation, Prince Rupert was engaged in its first wage struggle. Stevedoring companies were threatening to cut general cargo scales from 50 to 40 cents an hour. A special meeting on October 30, 1911, instructed delegates to "stand firm for the original wage scale" — 50 cents for regular work, 60 cents for coal and night work, time and a half for Sundays and holidays. The companies were forced to back down.

On June 10, 1913, Prince Rupert voted to accept the Grand Trunk Pacific wagescale offer, which was provided to be the same as in Vancouver, providing for: nine hour day (8 a.m. to 6 p.m.), all other time overtime or night time, meal time, Sundays and holidays classed as overtime; general freight, hourly rates, 50 cents day, 60 cents night; cement in barrels, 50 cents day, 60 cents night; cement and fertilizer in sacks, 25 tons and over, 75 cents day and night; coal, 60 cents day and night; dynamite (to be handled only in daytime), 60 cents.

By a motion of July 8, 1913, Prince Rupert agreed: "That every member wear his button on the dock."

## Prince Rupert Supports Vancouver

In the minutes of January 31, 1915, it was reported "there was a special meeting of the longshoremen at Vancouver to see about getting the union wage paid on the waterfront at Vancouver, and that they were going to give the companies 30 days' notice and then call a strike by March 1." Vancouver must have struck because the minutes of March 18 contain this motion: "That we endorse the action of the executive committee and not work any ships coming from Vancouver." Minutes of April 2 indicate that the strike was settled around this date, recording: "Meeting called after telegram received from J.A. Madson stating Vancouver trouble settled, all vessels fair pending coast negotiations." Prince Rupert voted 23-5 to return to work pending negotiations, but men did not get back to work for close to two weeks because the stevedoring companies claimed they had not received any word from the south (presumably Vancouver, but possibly Pacific Coast District headquarters at Seattle), and Prince Rupert voted April 13 to return under the old conditions.

The meeting of October 3, 1915 received this report on wage scales: Vancouver, coastwise 40 and 50 cents an hour, ocean going boats 50 and 60 cents; Victoria, 50 and 60 cents; Seattle, 50 and 75 cents; Prince Rupert, 50 and 60 cents; increased rates at all ports for obnoxious cargoes.

These items culled from the minutes over this same period 1911-15 indicate the Prince Rupert local's attitude toward other labour organizations and current issues in the labour movement: Organizations permitted to use the local's hall without charge were: IWW, Serbian Society, Socialist Party of Canada. In February, 1913, halfbut fishermen were given use of the hall to organize, changed in April to a \$12 monthly charge "for initiating and meeting purposes only."

In April, 1913 the local affiliated to the B.C. Federation of Labour.

In August, 1913 the local voted to hold a protest meeting in support of striking Vancouver Island coal miners, and in December it voted \$50 to the Miners' Liberation League.

## Affiliation To Labour Councils

In April, 1914 the local voted to affiliate to the newly organized Prince Rupert Trades and Labour Council and subsequently a longshoreman, Morris Anthony, was elected as the council's first president.

The local meeting of December 2 received a letter from Pacific Stevedoring

Company, Prince Rupert, advising it there would be "no payment of wages for Local 38-41 taking a holiday on November 27 owing to peace celebration." The meeting authorized a reply "to effect that we keep to our wage scale."

At this same meeting, the local endorsed the action of the Pacific Coast District executive board in turn endorsing the I.L.A. eleventh convention (Seattle) proposal for a strike to compel release of Mooney and Billings.

At the meeting of January 13, 1919 the actions of Pacific Coast District vice president R.S. Lines and secretary M.E. Wright in protesting Allied interference in Russia to President Wilson were endorsed 27-8.

## O.B.U. On The Move

Between February and June, 1919 Local 38-41 took a number of steps to identify itself with the movement for One Big Union. At its meeting February 17 it voted to send a delegate through Prince Rupert Trades and Labour Council to the B.C. Federation of Labour Convention in Calgary March 10-11 and the Inter-Provincial Western Conference in the same city March 13. The B.C. Federation of Labour had overwhelmingly declared itself for the One Big Union and to save expense was holding its convention in Calgary immediately preceding the Inter-Provincial Western Conference which elected an executive committee of five (William Pritchard and Victor Midgley of Vancouver, Joe Naylor of Cumberland, B.C., J.R. Knight, Edmonton and R.J. Johns, Winnipeg) to direct the campaign for the referendum on the OBU being taken in the unions. William Montgomery, a leading member of Local 38-41, was one of four delegates elected by Prince Rupert Trades and Labour Council to attend those gatherings.

Following Montgomery's report on March 24 the local voted April 7 to support a two cent tax on the membership to cover the cost of taking a referendum on the OBU among all unions affiliated to Prince Rupert Trades and Labour Council.

At the May 5 meeting it was reported that Local 38-41 had voted 96 for the OBU and 84 against; 48 in favour of the six hour day and 42 opposed.

(At the August 18 meeting, the local was advised that Vancouver Local 38-52 had voted by a two-thirds majority to remain with the I.L.A. As a result, Local 38-41 laid over for future reference a letter from Victor Midgley as OBU secretary at Vancouver, asking if the local intended to affiliate with the OBU.)

On June 3, 1919, Vancouver Local 38-52 was among those unions which walked out in a supporting sympathy general strike with the Winnipeg General Strike, which started on May 15.

## General Strike Support

A special meeting of Local 38-41 on June 4 received a wire from F. Chapman, secretary of Local 38-52, reading "38-52 quit work 11 a.m. June 3. Sailors same. Everything OK, will keep you informed from time to time." Local 38-41 voted unanimously: "That we, Local 38-41 I.L.A. cease work tonight" (June 4.)

A second special meeting of Local 38-41 on June 6 heard a report that Prince Rupert Trades and Labour Council had defeated a general strike motion 16-13, recommending only moral and financial support. A second Council meeting June 5 had defeated a motion to reconsider the general strike decision 17-16. But a second strike vote June 8 must have carried, for on June 9 Local 38-41 elected Montgomery to the central strike committee.

(In Vancouver the vote for general strike was 3,305 for, 2,499 against; 2 unions in favour, 15 opposed.)

Toward the end of June it became apparent that the Prince Rupert general strike was weakening. On June 23 secretary W.A. Pilford reported to a Local 38-41 meeting there was "a general weakening of committee forces the unions out and some wanted to return to work." At a special Local 38-41 meeting June 25 "to consider report of strike committee and news of settlement," vice-president J. Watson said there was "a general drifting back to work and the Fish Packers were uneasy and wanted to go back to work." But Pilford reported receipt of wires stating that "Vancouver was solid and Victoria was out too."

(In Victoria unions affiliated to the Metal Trades Council struck belatedly on June 23 and it is probable that Victoria I.L.A. Local 38-46 went out at the same time.)

Recommendation of the Prince Rupert central strike committee, as reported to Local 38-41 June 25, was that delegates take up negotiations with employers for returning to work, in view of reports that the Winnipeg general strike had been declared ended and orders issued for a return to work at 11 a.m., June 26.

But the Prince Rupert strike did not end immediately. At Local 38-41 meeting June 28, George Casey, reporting for Prince Rupert Trades and Labour Council strike committee on negotiations with the Citizens' Alliance for settling the strike, said that Canadian Fishing Company and Prince Rupert Dry Dock were prepared to take all strikers back, but the Grand Trunk Pacific was discriminating against 10 men. Casey reported the strike was weakening, some had already returned to work "and it was considered better for the whole of the strikers to go back in a body." The Citizens' Alliance wanted a "decided answer" from the Longshoremen on their willingness to return to work. Local 38-41

took the stand it could not return to work because of its obligation to the Vancouver and Victoria locals. The meeting unanimously approved a motion authorizing the strike committee to settle the strike "on basis of reinstatement of every man that went on strike, excluding the longshoremen."

At Local 38-41 meeting July 3 Pilford reported receipt of a wire from Chapman, Local 38-52, saying steps were being taken toward a settlement, and at meeting of July 14 a letter from Chapman was read stating that 95 percent of the Vancouver membership was back at work and they were "pleased to hear we are back working," indicating that a settlement was reached in both ports between these dates.

## New Contracts

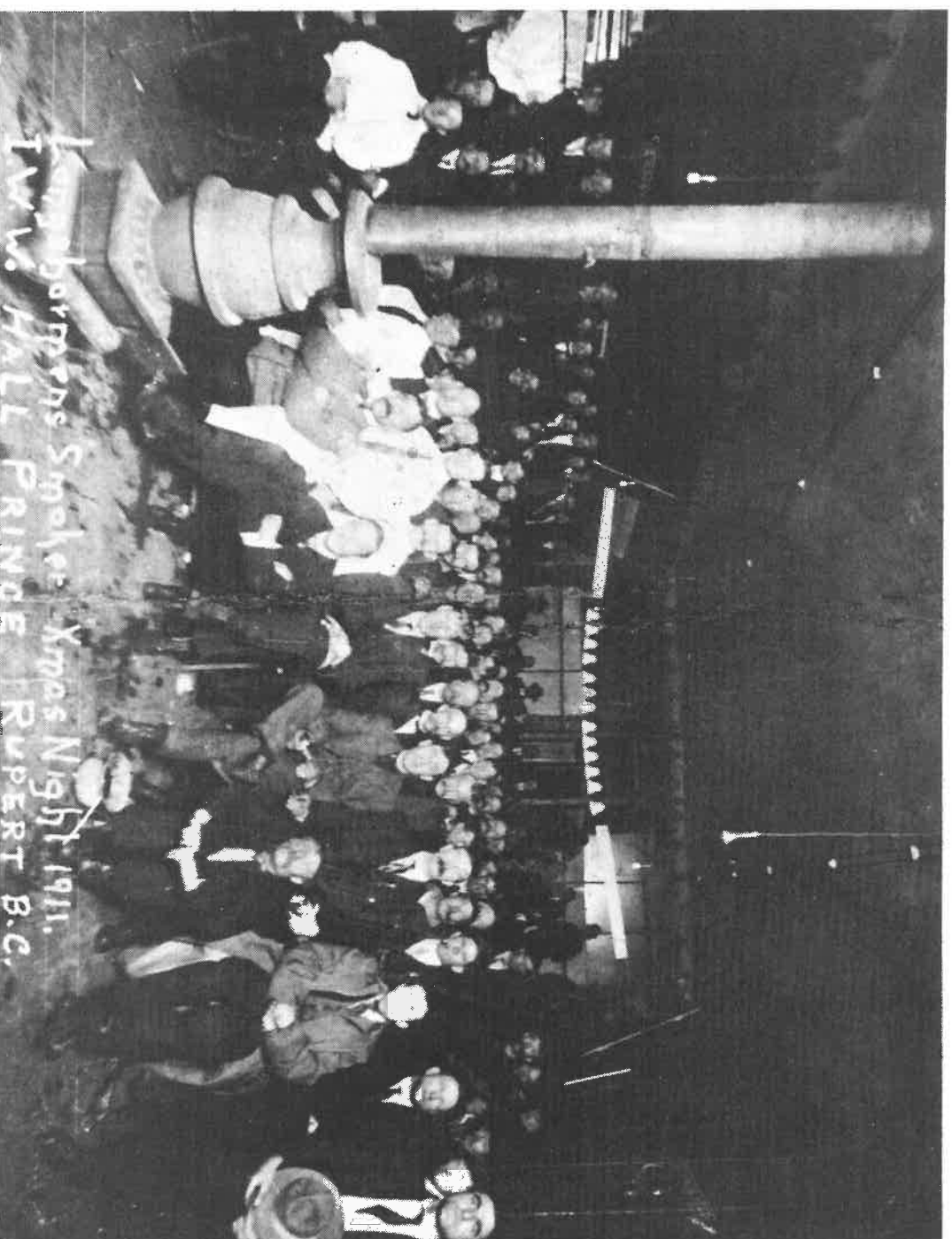
On September 18, 1919, Local 38-41 accepted a new agreement giving Prince Rupert the same coastwise rates as Vancouver — 80 cents straight time, \$1.05 overtime, double which drivers \$1 and \$1.40.

In June, 1920, Prince Rupert's wage demands for \$1.20 straight day time, \$1.30 overtime on general cargo, with "eight hours to constitute a day's work" led to a strike lasting from June 4 to mid-July (date of return to work between July 12 and 19 uncertain). Prince Rupert's acceptance of Grand Trunk Pacific offer of 90 cents straight day time, \$1.10 overtime on general cargo, 7 to 12 p.m. at least two hours, 12 midnight to 6 a.m. four hours regular rate, on August 2, brought a complaint from George Thomas, secretary of 38-52, that Prince Rupert was virtually compelling Vancouver to accept the same offer. (Both Vancouver and Victoria had supported the strike by refusing to load cargoes for Prince Rupert.)

In Prince Rupert, Local 38-41, advised on October 4 that Vancouver was going out on October 8, adopted by a motion by standing vote on October 14 not to work any unfair boats. At a special meeting the following day, October 15, the local decided "not to line up for the time being and to notify the stevedoring company to call up the hall if any men are needed."

At a further meeting on October 18 a motion to return to work was debated inconclusively and continued on October 19, when a motion to require a two-thirds majority was defeated 17-13 and the motion to return to work was carried 16-12.

Local 38-41 minutes end at this point and what happened afterward, whether the local continued for a time in the I.L.A. or whether it severed its affiliation or was subsequently smashed as an organization, is not known. The one established fact is that on January 1, 1926 the Prince Rupert Longshoremen's Association was granted a charter by the Canadian Federation of Labour.



Waterfront News, November, 1911

## WATERFRONT NEWS

INTERNATIONAL LONGSHOREMEN'S AND WAREHOUSEMEN'S UNION  
CANADIAN AREA

AN INJURY TO ONE IS AN INJURY TO ALL

FRANK KENNEDY — EDITOR  
2681 EAST HASTINGS STREET  
VANCOUVER 6, B.C.



PRESIDENT — D. GARCIA  
1ST VICE PRESIDENT — V. GOODFELLOW  
2ND VICE PRESIDENT — K. GREGORY  
3RD VICE PRESIDENT — D. LOMAS  
SECRETARY TREASURER — F. KENNEDY

## THANK YOU

The Editorial Board wish to thank all of those individuals who assisted in compiling the information contained in this paper. Without their assistance we could never have got the job done. Particularly all those older members both retired and still active who didn't hesitate when asked to help.

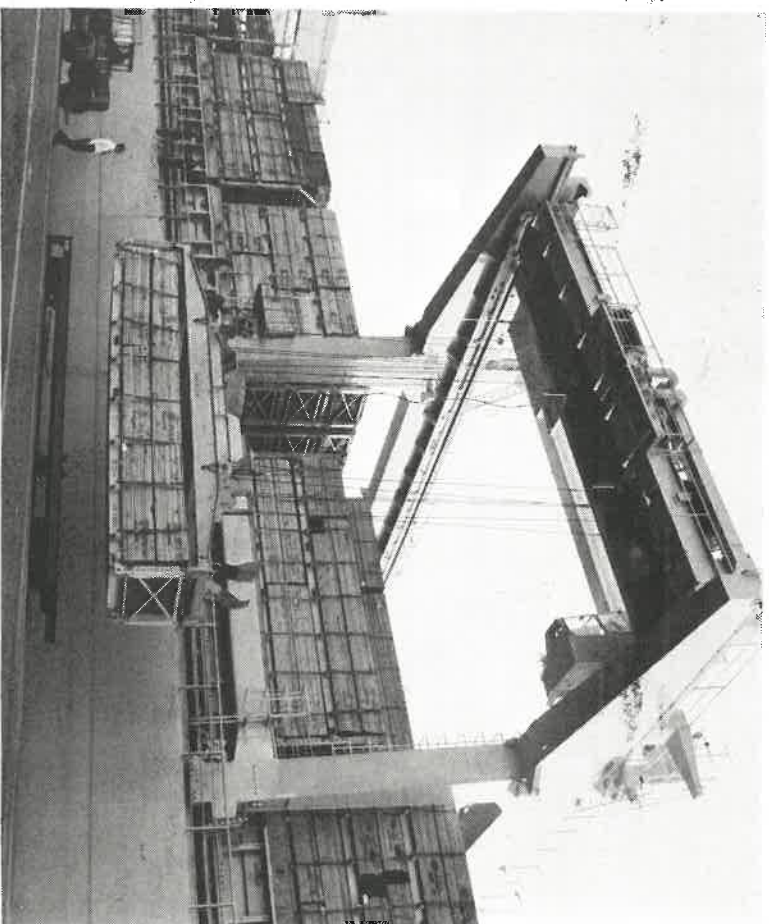
It must be understood that no history can be written without some errors, this edition will be no exception.

If you find that there are any mistakes

Frank Kennedy  
Editor

please don't hesitate in notifying the Editor, this will help everyone to keep the records straight. The errors are the Editor's fault and are not intentional. Finally, I must take this opportunity of thanking this union for allowing me to be involved in compiling this paper and to Andre' Lyubner of Horizon Publications for his help in the layout.

## Cargo Handling in the 1970's



Seaboard Lumber's, North Vancouver operation. The plan is for 1 billion feet of lumber a year, through this one facility.

## THE I.L.W.U. FIGHTS FOR PROGRESSIVE POLICIES

Throughout its history, our union has consistently advocated and fought for policies that were not only beneficial to our membership, but in the interests of the whole labor movement, our country and its people. These included:

- : Recognition of the Peoples Republic of China, its admission to the United Nations and the development of large scale trade with China;
- : A ban on nuclear weapons; for world disarmament, opposition to the re-arming of West Germany, opposition to U.S. nuclear arms on Canadian soil;
- : Canada's withdrawal from NATO and NORAD;
- : Trade with all countries of the world, except those boycotted by labor, such as South Africa;
- : An independent foreign policy, free of U.S. control;
- : Action against pollution. In 1959, long before pollution became the public concern it is today, we demanded action to clear up polluted Vancouver beaches;
- : Canadian control of Canadian natural resources and industries; opposition to the sell-out of these resources to foreign interests; against the Columbia River sell-out to the U.S.;
- : Extension of unemployment insurance to cover all unemployed workers;
- : Establishment of secondary manufacturing industries to process our raw materials at home and provide jobs; large scale public works programs for jobs;
- : Strong opposition to restrictive anti-labor legislation such as Bill 43, introduced in 1959.

- : Adequate old age pensions;
- : Improvement in compensation benefits and procedures;
- : Port expansion and development to promote more trade;
- : A fair deal for Canada's native Indians and Eskimos;
- : A government-operated non-profit auto insurance scheme;
- : Medicare for all Canadians;
- : Government action to build a Canadian merchant marine.

Throughout our whole history we have based ourselves on some fundamental trade union principles. These include:

- : Labor unity — within our own ranks, with all other unions, for the admission of

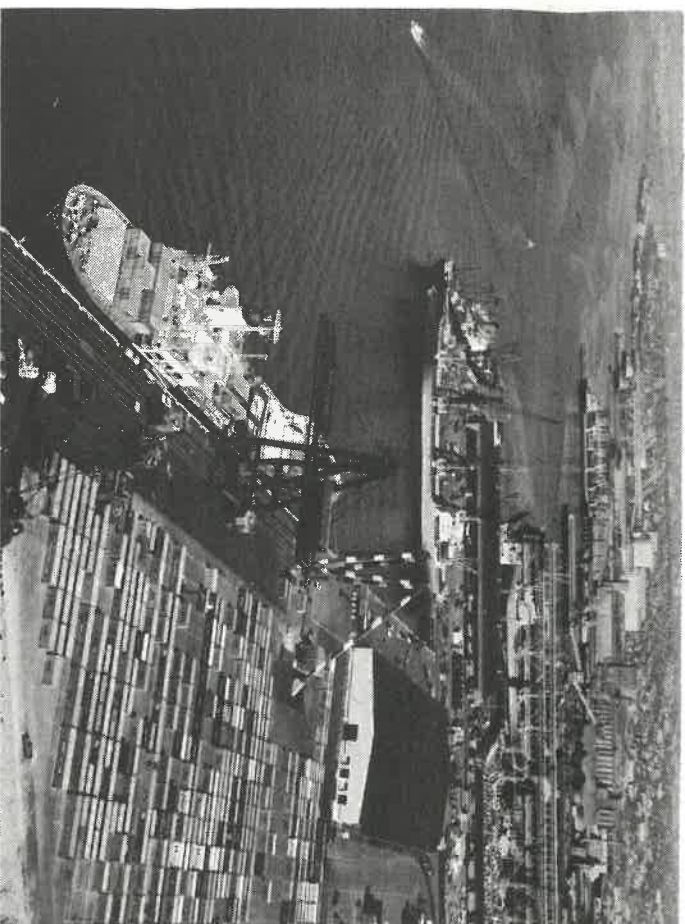
suggests that the employers planned the whole affair very carefully. The conference demands were for other affiliates of the I. & W.T.W. who were in negotiations or preparing for negotiations.

The whole episode created a situation where men who had been working on the waterfront for 20 - 30 years or more had to wait for a long period of time to get registered again on the waterfront for work and unfortunately some never did get back.

At the conclusion of the hearing by the Hon. Mr. Justice H.H. Davis into the dispute, 143 out of the 927 men of the Vancouver Union had gone back to work. 83 old longshoremen, ex-employees as they were termed and 655 new men making 881 in all were registered for work.

The last paragraph of Justice Davis report states:

"I am not forgetful of the evidence of Coyle, who has worked on the Vancouver waterfront for the past 25 years and appeared to me to be representative of the best type of longshoremen, that if the employers, the Shipping Federation, had given the men on June 4th a day or two to think the matter over, their course of



Empire Stevedoring Centennial Pier operations. Vancouver's first container dock.

## ESTABLISHED FACTS OF THE 1935 STRIKE

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unfair list. Will you place this before your Executive as soon as possible, as the co-operation of all locals is necessary if the Powell River longshoremen are to win their demands."

The Vancouver longshoremen refused on May 18th and 22nd to unload the S.S. "Heian Maru" when the ship arrived in Vancouver. On June 1st, 1935 Emery, the I. & W.T.W. President in a press release stated:

"All locals of the I. & W.T.W. have been requested by the organization to ask the Shipping Federation of British Columbia not to send any ships excepting those carrying mails, foodstuffs or baggage to Powell River. This request is followed by the declaration that after 5 p.m. on June 8th any shipping line so sending ships, against the embargo of the I. & W.T.W. will be declared unfair. "We are not withdrawing the embargo," concluded Mr. Emery, "and we will permit no more compromises for any ships. The matter is now up to the Federation."

On June 4th a scow of newspaper from Powell River was to be transferred to the ship "Anten". Longshoremen refused to handle the newspaper, but continued working other cargoes in the

**International Solidarity**  
The First International Convention of the I.L.W.U. held in Canada April 5 to 9, 1965 was an historic occasion for the Canadian membership and helped to strengthen our fraternal ties with the International Union.

conduct might have been different. A careful review of the evidence has satisfied me that the stage was so set by the leaders of the men, and the men so much under their influence, that what otherwise might seem harsh and abrupt action by the Shipping Federation was under all the circumstances necessary for the assertion of their rights and preservation of their interests."

The Davis Report is Pro Employer in its conclusions. Nevertheless, it has a good deal of factual information outlining the causes and events leading up to the 1935 strike.

It supports the estimation that the leaders of the union had embarked on a militant program contrary to the terms of the 1934 contract. The Shipping Federation took full advantage of this situation to take on the union.

In interviews with some of the longshoremen who were close to the situation, it has been indicated that during the period of time leading up to the 1935 Strike, it was necessary for the more active people in the union to withhold some information from the membership in their attempts to consolidate and strengthen the union.