

## SP FC 3803 U54 N\_5-4-trk1c Horace Mackey Part 2.mp3

Transcribed by Donna Sacuta

Recorded 196?

**Horace Mackey** [00:00:00] I think, I'm not quite sure, but I think our group did make application to the Congress, but on account of representing two different classes of labor, it wasn't allowed to be recognized as eligible to join the Congress. That's what I understand.

**Interviewer** [00:00:27] When was this?

**Horace Mackey** [00:00:29] That it was about five years ago. Five or six years ago.

**Interviewer** [00:00:30] Five or six years? Before that, there were no attempts?

**Horace Mackey** [00:00:37] No. Before this Congress, the two joined, there was no attempt at any time to affiliate, and we are not affiliated either in the United States or Canada.

**Interviewer** [00:00:52] And the question never came up.

**Horace Mackey** [00:00:55] The question has never come up because we have been an independent group, that is the railway group.

**Interviewer** [00:01:03] Were you ever invited to join?

**Horace Mackey** [00:01:05] No, I don't think so. Not that I know of, I'm not aware of that anyway.

**Interviewer** [00:01:11] That you ever get into, were there ever any attempt by other unions to organize? The OBU [One Big Union], did they ever try to take over in your field?

**Horace Mackey** [00:01:27] The OBU did endeavor to raid the railway organization in 1919 in Winnipeg, and to a certain extent they did. A great number of men that belonged to the Brotherhood of Locomotive Firemen did join with them. There was considerable trouble and some of them were dismissed from service and then had to make application to the Firemen to ask for their reinstatement on the railway. I think practically all of them were brought back into service.

**Interviewer** [00:02:08] So they didn't really come out?

**Horace Mackey** [00:02:12] No, no, it faded out. Of course, there was a lot of trouble in 1919 around Winnipeg subsequent to the First Great War.

**Interviewer** [00:02:26] Well, I mean, what about in B.C., were they?

**Horace Mackey** [00:02:33] No, we have never had any raiding in B.C. to my knowledge.

**Interviewer** [00:02:38] You never had trouble with the OBU in B.C. either.

**Horace Mackey** [00:02:39] No, none whatever.

**Interviewer** [00:02:43] You had railway locals in Vancouver?

**Horace Mackey** [00:02:45] Railway locals?

**Interviewer** [00:02:48] Yes. For instance, I know CBRT [Canadian Brotherhood of Railway, Transport and General Workers] doesn't have a railway local in Vancouver.

**Horace Mackey** [00:02:54] Well, they have never raided the international organization. To my knowledge, they have never attempted to do it in British Columbia.

**Interviewer** [00:03:21] For a while the railway unions were really the big or one of the biggest groups of organized labor. Isn't that right?

**Horace Mackey** [00:03:31] That's right.

**Interviewer** [00:03:32] But they aren't really that anymore. There are other large unions now, larger ones.

**Horace Mackey** [00:03:37] Oh yes, the railway groups were the earliest organized groups in America outside of the Typographical Union. The Typographical Union, I think, were about the same as ours. Our organization, the Brotherhood of Locomotive Engineers, [train whistle] is over 100 years old.

**Interviewer** [00:04:00] In Vancouver?

**Horace Mackey** [00:04:01] No. In Vancouver, ours started in 1886.

**Interviewer** [00:04:05] 1886.

**Horace Mackey** [00:04:09] That's the charter that was given to us was in 1886.

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**Interviewer** [00:04:14] And you still hold the same charter?

**Horace Mackey** [00:04:16] We still hold the same charter.

**Unidentified** [00:04:20] Which makes you one of the oldest unions in the province. [train whistle]

[00:04:23] Well, that is correct.

**Interviewer** [00:04:27] What is the local number?

**Horace Mackey** [00:04:30] 320. Division 320 of the Brotherhood of Locomotive Engineers.

**Interviewer** [00:04:34] You tried to organize other railways, for instance, on the Island?

**Horace Mackey** [00:04:40] On the island? Yes. In the early days, I was chairman of the railway on the E & N [Esquimalt & Nanaimo Railway]. We gave the E & N a charter, they have a charter, the number 510, or 501.

**Interviewer** [00:04:59] What about Dunsmuir for instance?

**Horace Mackey** [00:05:03] I beg your pardon?

**Interviewer** [00:05:03] Dunsmuir. James Dunsmuir.

**Horace Mackey** [00:05:06] In the early days, James Dunsmuir didn't agree with us and we could never make a contract with him, but his engineers did come to our Division and were initiated in that. When the railway was taken over by the CPR, that would be in 1910 that the E & N was absorbed. We absorbed them right into the British Columbia district. Then the CPR found out they were up against troubles in regards to the Songhee[s] Indian Reserve over there. So Mr. Marpole came to me and asked me to again separate our schedules and seniority list from the E & N. When they got that settled, he would again amalgamate the schedules. Later in about 1913, Mr. Marpole came to me and was willing to do it. At that time, the men on the Island had already got their schedule and they didn't see fit to again become part of the British Columbia district. Since that have been the E & N Railway subject to themselves and at that time their own local.

**Interviewer** [00:06:37] But you never organized Dunsmuir?

**Horace Mackey** [00:06:40] We could not organize under Dunsmuir.

**Interviewer** [00:06:42] Do you remember anything about that?

**Horace Mackey** [00:06:43] We could never do anything with Mr. Dunsmuir. You must remember, that's when Mr. Hawthornthwaite and Parker Williams, Parker Williams went to jail, you know, over that. That was the miners' strike. That was in nineteen hundred and—.

**Interviewer** [00:07:07] 12? 14?

**Horace Mackey** [00:07:07] Oh no, no, previous to that.

**Interviewer** [00:07:11] Previous to that.

**Horace Mackey** [00:07:15] Miners' strike must have been between 1903, 1904, 1905, something like that.

**Interviewer** [00:07:26] The big strike then?

**Horace Mackey** [00:07:27] There was a big strike then.

**Interviewer** [00:07:28] You refused to cross the lines?

**Horace Mackey** [00:07:31] There was no such thing as picket lines in those days, brother. That's something later. In my early days, as far as the railways were concerned, they didn't realize anything about picket lines. You must remember the first person that brought picket lines and the one person in this world that made it was Mrs. Eleanor Roosevelt. She refused to go across a picket line that they were picketing some hotel and she refused to go into the hotel. Now, that's the first time that I realized that picket lines were observed. Previous to that, picket lines were not observed, and she was one of the great women of the world that did that. In our early days, we had a contract. As far as we were concerned, railway men it didn't matter what it was, our contract with our contract and we carried that out. Since that, of course, we like to say to other people, "we don't cross picket lines", but you must remember the picket line business has only come into effect just as I tell you.

**Interviewer** [00:08:45] Eleanor Roosevelt.

**Horace Mackey** [00:08:46] I think you're the same as I say, that Mrs. Roosevelt we've got to thank her. She was the lady, that first refused to go across a picket line.

**Interviewer** [00:08:55] When was this? Do you remember the date? What the strike was?

**Horace Mackey** [00:09:00] It was during Mr. Roosevelt's time. We've got to go back. That would be, I can't remember the date, [clock chimes] but you can look that up. You'll have to make a little research on these things, you know, because what I am giving you, I'm only giving you from memory. You can find out when Mrs. Roosevelt, that'll be down here in the library, you'll be able to find that out, when she refused and she did make an issue of it.

**Interviewer** [00:09:36] Do you remember what strike it was?

**Horace Mackey** [00:09:40] It was hotel people evidently. I think so, anyway. Whatever it was, she refused to go across the picket line, and then organized labor took that up. They refused to go over other people's picket lines. She really is the woman that established it as far as I can remember. I do take my hat off to her for that.

**Interviewer** [00:10:09] Do you remember anything about trying, there must have been attempts to organize on the Island under Dunsmuir.

**Horace Mackey** [00:10:16] There was never any attempt to organize. There was nobody to organize. The crews there was so fearful of losing their jobs that they couldn't get to organize them. You must remember in the early days it wasn't like it is today, you know, to go out and organize people. People had to get that thought themselves that they wanted to

join an organization. When I joined an organization, just if you read there what I give you, men came and asked to join the Firemen's organization and were willing to pay \$2.00 application and \$10.00 initiation fee. By gosh that was a lot of money in those days, boy, because I'm going to tell you, those fellows were only earning \$1.50 and \$1.68 a day. Who would right now be willing to go to work and sacrifice ten days' pay to join an organization? Not very many. That would mean if a carpenter was joining today, you'd have to pay about \$300. There is the documentary stuff in that little book there where these boys, and they came along and wanted to join. They were never asked. There was no organizer.

**Interviewer** [00:11:47] They didn't have to, they just wanted to.

**Horace Mackey** [00:11:49] They just wanted. They just knew that that was it. We had men, the first railway that was organized, that is the Brotherhood of Locomotive Engineers was organized on the Intercolonial Railway. They notified these men that when they organized they gave them 30 days or 20 days to quit the organization or leave the railway. A great number of the men did leave the railway. Mr. Creelman, Mr. McCarragher and Ed Austin and several other men.

**Horace Mackey** [00:12:34] They came out here on windjammers around the Horn, came out here because this railway was under construction. Mr. [Andrew] Onderdonk, he was a Jew, but he said, "I'll take you all," and he says, "You can organize out here if you wish to." He said, "I want engineers." They all went to work on this construction right out of Yale. That was in the early days of the construction of Canadian Pacific Railway. Those men gave up their job rather than quit their organization. I'm going back now to about 1880, 1881. Those were the men, Charlie Brown, another one, they were the men that made up or built up this labor group in British Columbia. They were the fellows that came here, were willing to give up rather than have the railway tell them that they had to quit.

**Interviewer** [00:13:44] They were Americans were they?

**Horace Mackey** [00:13:46] No, they were Canadians down on the Intercolonial Railway.

**Interviewer** [00:13:49] I mean, they came from the States?

**Horace Mackey** [00:13:51] No, no, they were they came up. In those days to get to British Columbia, you had to come around the Cape Horn. They were making steel for steel rails down there in Cape Breton. Those ships, those fellows came out here as sailors, out here to get a job on this construction out here on this end. Of course, we had many men, Ashe Kennedy and those people, they came up to Winnipeg and those were the men, the nucleus of the men that brought organization into this country.

**Interviewer** [00:14:32] They actually started organizing the railways around 1880?

**Horace Mackey** [00:14:38] 1886 was the first charter, that's our charter that was given in British Columbia for labor organization.

**Interviewer** [00:15:00] When did you join the union again? When was it?

**Horace Mackey** [00:15:03] I joined the Firemen in the year 1900. Then I stayed with the Firemen. I was promoted to be an engineer in 1903. Under the laws of the Brotherhood of Locomotive Engineers in those days, a man had to serve one year as an engineer before he could apply to belong to the Brotherhood of Locomotive Engineers. You had to still belong to the Firemen until you could join the Engineers, so I made application to join the Engineers in 1904, and I joined the Engineers in January 1905.

**Interviewer** [00:15:54] You met some of the fellows that got the union started here?

**Horace Mackey** [00:15:58] I worked with them.

**Interviewer** [00:16:01] What do you remember of them?

**Horace Mackey** [00:16:02] Of course, when I started, the railway was only 15 years old.

**Interviewer** [00:16:09] Where were you working?

**Horace Mackey** [00:16:11] Out of here in Vancouver.

**Interviewer** [00:16:14] What do you remember of these pioneers, more or less, of the union?

**Horace Mackey** [00:16:20] I can only say that they were the strongest organized men that I've ever run up against. It was all Brotherhood of Locomotive Engineers, or Brotherhood of Locomotive Firemen, or Brotherhood of Railway Trainmen, Order of Railway Conductors. They were all true to their organization. Whenever there was a meeting and they were in the city, they were at the meeting and they were voicing their opinion and they told their chairman what they wanted. Now, today, I find in all labor organizations, the membership do not attend. That's their trouble today. We don't get the men out to meetings that we should have. You can only get, the chairman is only one man. He can only think one way, but if you have 100 men and you have 100 different ideas, you can consolidate them and then maybe work something out. That's our trouble today. Men are just due payers as a rule. They're not members of organizations, they haven't got the organization at their heart.

**Interviewer** [00:17:31] It was a much livelier, more dedicated group?

**Horace Mackey** [00:17:36] They were dedicated to it. That is why our labor group has got to where it is. I can go back to your membership, the men that were dedicated. Percy Bengough, Chris Pritchard, Jamieson, you know, the Musicians' man. Those men are all dedicated men. Those fellows were dedicated to it. That's why we've come up. Phil Page, some of those fellows they were dedicated to what they were doing. But today, no, nobody cares. 'Let the executive do it.' Then they complain about what the executive does. They

don't attend the meetings. They have a voice the same as anybody else if they'd only exert it.

**Interviewer** [00:18:34] Who were the leaders of the first local?

**Horace Mackey** [00:18:41] Here in British Columbia? The first leader, that was Robert Mee. Bob Mee.

**Interviewer** [00:18:53] How do you spell his name? M-E?

**Horace Mackey** [00:18:54] M-E-E.

**Interviewer** [00:18:54] M-E-E.

**Horace Mackey** [00:18:56] Yes, and then I followed him.

**Interviewer** [00:19:02] I see. What do you remember of this fellow? What was he like?

**Horace Mackey** [00:19:10] He was a very fine gentleman. In those days, he was I guess he was one of the highest thought-of men in British Columbia as far as that's concerned. I'm talking when British Columbia was small, you know, and he had a lot of property here in Vancouver. He was quite a wealthy man. That is as it went in those days, you understand, of course nothing to what it would be today. I'm talking of pioneer days and Mr. Mee was very well thought of. Another gentleman that stood for a while was Mr. E.J. Hosker. Teddy Hosker.

**Interviewer** [00:19:56] How do you spell that?

**Horace Mackey** [00:19:57] H-O-S-K-E-R. Mr. Mee and then Mr. Mee dropped out for a while.

**Interviewer** [00:20:07] Was he president of the union?

**Horace Mackey** [00:20:09] I beg your pardon?

**Interviewer** [00:20:09] Was it the president?

**Horace Mackey** [00:20:11] Well, the president isn't the highest officer, the president of the organization. The chairman is the man that is really the

**Interviewer** [00:20:23] The big leader.

**Horace Mackey** [00:20:27] Yes.

**Interviewer** [00:20:27] He was the chairman?

**Horace Mackey** [00:20:28] He was the chairman.

**Interviewer** [00:20:29] The first chairman.

**Horace Mackey** [00:20:30] Of course, you have in presiding at the meeting, we call him the chief engineer. He is the head of the organization, but the other officers, such as the legislative representative and the local chairman, what we call local chairman, that is your man that negotiates your contracts and that, they are the head of the organization really. The organization wouldn't exist without them.

**Interviewer** [00:21:08] Was he Canadian born man, Mee?

**Horace Mackey** [00:21:11] Yes, Robert Mee was. I think he was Irish.

**Interviewer** [00:21:13] Irish?

**Horace Mackey** [00:21:14] Yes.

**Interviewer** [00:21:15] How old was he?

**Horace Mackey** [00:21:16] I beg your pardon?

**Interviewer** [00:21:17] How old was he?

**Horace Mackey** [00:21:19] Well, he died when he was 57.

**Interviewer** [00:21:22] He was older than you. How many years older?

**Horace Mackey** [00:21:25] Gosh, I don't know. I was a boy of 19 when he was 55. All those men were older than me because I started on the railroad when I was 18.

**Interviewer** [00:21:38] This way.

**Horace Mackey** [00:21:38] I beg your pardon?

**Interviewer** [00:21:40] This way, if you compare it to you, we can figure out pretty well when he was born.

**Horace Mackey** [00:21:43] In those days, I used to think he was an old man, because all of those fellows used to have long whiskers in those days.

**Interviewer** [00:21:51] He was the fellow that organized it?

**Horace Mackey** [00:21:55] He was a very strong organizer. You might as well say he was a dictator because what words he said was law.



**Interviewer** [00:22:10] I see. What about the international. Did they send anybody up?

**Horace Mackey** [00:22:16] We never had any dealings much with the international. As far as our Brotherhood is concerned, there's none of our money goes out of Canada. I might tell you that. All our money, we don't pay any dues. We pay dues, but it's banked in Canada. I might tell you too, when times were hard in the United States, our organization was glad to have the money. We carry over \$1 million in the Canadian Bank of Commerce in Toronto at all times. In addition to that we have bonds in all provinces. We have money invested in every province in Canada. So as far as our organization, and it's a very wealthy organization, our organization. We have two immense buildings in Cleveland, a bank building and [siren sounds] legal, so there's an organization that doesn't take one cent out of Canada. In fact, as I've told you before, they were glad to have their money because when the banks tied up in the United States we still had our money in Canada to operate, that they could draw on from and pay back when it's necessary. Of course we do support, [clock chiming] we have to pay our dues just to the grand office, the same as anybody else, but it's all done through our bank in Canada. At all times any officer that is paid by the grand office is paid in Canadian funds, not in American funds, because it's all drawn from our source in Canada, you understand.

**Interviewer** [00:24:14] Did the other railway unions organize at the same time as you did?

**Horace Mackey** [00:24:21] No, the engineers were the first and then the conductors followed, I think in about one year afterwards, I think.

**Interviewer** [00:24:33] When was the engineers?

**Horace Mackey** [00:24:37] Our organization organized?

**Interviewer** [00:24:40] Yes.

**Horace Mackey** [00:24:40] Our organization was the first organization as far as that's concerned, in the United States. When it was organized, it was organized in Detroit.

**Interviewer** [00:24:51] No, what I mean is in B,C.

**Horace Mackey** [00:24:52] In B.C., yes.

**Interviewer** [00:24:55] Was it all set up at once or how?

**Horace Mackey** [00:24:57] Our organization was the first one that organized and then the conductors started in 1887. I think that the trainmen and firemen followed as soon afterwards as possible. As I tell you, our men came out from the east that had left the Intercolonial, and they were the men that started this organization here. They did not have that same nucleus of men to draw from, to start conductors, trainmen and others. They had to get in line and follow what the engineers had first done.

**Interviewer** [00:25:45] Do you remember anything about them getting organized, or do you know anything about that?

**Horace Mackey** [00:25:50] That was before my time. That was in 1886.

**Interviewer** [00:25:53] Do you remember or do you know, whether they had much opposition from the CPR?

**Horace Mackey** [00:26:01] No.

**Interviewer** [00:26:02] Let's get back to the carpenters now.

**Horace Mackey** [00:26:06] Well I am talking about all trades that organized about this date. I do not think—

**Interviewer** [00:26:16] The 1890s, early 1890s.

**Horace Mackey** [00:26:18] 1898. I don't think that the attitude was fair and I don't think it's fair at this time either. If contractors have a certain amount of work and they have contracted on that basis, then of course in the early days there was no escalator clause to say if raise his wage then we'd have to have an increase in the price. The contract was set for that price and in that way the contractor was up against it and really forced him out of business altogether. I don't think was fair. If the if the contractor had been advised that when all such work that he had fully completed, then the increase would be such and such. I think they would have been more amicably settled at that time. It did work to the sort of great number of people. I must say there was a lumber firm at that time and they were only in a small way starting in business. That was Robertson Hackett, and they became quite financially embarrassed. While the banks did carry them on, these other contractors had to go out of business.

**Interviewer** [00:27:42] So they went out of business and you said that new people came in?

**Horace Mackey** [00:27:46] New people came in because there was a new era of other contractors because these people had gone out of business, they couldn't do anything else.

**Interviewer** [00:27:58] The new people were Americans mostly?

**Horace Mackey** [00:28:01] Well, there were mostly Americans that came up from the other side at that time and started in business here. You must remember we were just starting in an expansion then. It was quite a little boom going on in regard to expansion in this city. The city at that time only had a population I would say, of about maybe 40,000 or 50,000 people. That would be the outside. We did start to expand, because all that property in the West End was being opened up to settlement at that time, there was a lot of business that went on. So I think that—

**Interviewer** [00:28:54] Your father was an employer?

**Horace Mackey** [00:28:56] I beg your pardon?

**Interviewer** [00:28:56] Your father was an employer?

**Horace Mackey** [00:28:58] My father was a contractor and an employer.

**Interviewer** [00:29:00] And he went out of business.

**Horace Mackey** [00:29:02] He went out of business and returned to England.

**Interviewer** [00:29:08] Did he not try to do anything about it? Did they have a strike?

**Horace Mackey** [00:29:12] The Englishmen in those days, if he went bankrupt, it was supposed to hurt his character. [clock chimes] That's right. His character couldn't stand that. There was no there was no endeavor because what could you do? You just had to fold up.

**Interviewer** [00:29:32] What I mean was there, was no negotiation between the carpenters and the employers?

**Horace Mackey** [00:29:38] Well, the carpenters organized, and then they set a rate. It would have been a strike. That's all there was to it. They refused to work. When they joined, they joined an organization. There was no organization previous to this.

**Interviewer** [00:29:59] The employers had to give in?

**Horace Mackey** [00:30:00] The employers, there was nothing else for them to do. If you couldn't get men, what could you do?

**Interviewer** [00:30:06] They were pretty well organized then?

**Horace Mackey** [00:30:08] Well, they did. They organized very, very well. They did. They did a wonderful job of it because they jumped from \$0.25 to \$0.50 an hour.

**Interviewer** [00:30:18] Just like that.

**Horace Mackey** [00:30:20] For many years after that, they didn't make any more advances.

**Interviewer** [00:30:25] Do you remember how it happened? I mean, did they just meet?

**Horace Mackey** [00:30:29] I was young at that time. You must remember I was only a young fellow and didn't realize what really took place. I'm only saying that they did. My

father was in a very nice way here, and he just felt that he couldn't just take it and he just left the country. That's all there was to it.

**Interviewer** [00:30:53] So there was really no negotiation going?

**Horace Mackey** [00:30:57] I beg your pardon?

**Interviewer** [00:30:58] Was there any negotiation?

**Horace Mackey** [00:30:59] There was no negotiation.

**Interviewer** [00:31:00] It's just the carpenters decided?

**Horace Mackey** [00:31:03] It just came as a flash to the contractors at that time.

**Interviewer** [00:31:07] Well, what happened to them when the new contract was [unclear]?

**Horace Mackey** [00:31:10] Well, the new contractors worked, they knew that they had to pay that rate and that's all there was to it. A lot of these buildings had to be finished by other people because those people could not carry on. It was really a poorly handled thing at that time, I think. Being young, I can't remember all the incidents of it. I don't know, there may have been negotiations. I couldn't tell you because I wasn't part of my father's business by any means in those days.

**Interviewer** [00:31:48] Well, do you remember any other, this was in 1896 wasn't it?

**Horace Mackey** [00:31:56] It was between 1896 and 1898.

**Interviewer** [00:32:02] Do you remember anything else going on at that time?

**Horace Mackey** [00:32:08] That's the first that I remember of any organization. I know that in later years when I became organized to the railwaymen, saw what organization did, I know that I wanted to get unionized suits and I couldn't get a union suit in the city of Vancouver. I went after the Trades and Labor Council. The only people I could get with a union label in was the Tip Top Tailors. I might say that I have dealt with them ever since and every one of my suits you can see a label for the Tip Top Tailors.

**Interviewer** [00:33:01] I've got a union label here too.

**Horace Mackey** [00:33:06] What's yours?

**Interviewer** [00:33:07] It's Hudson's Bay, but it's a union suit.

**Horace Mackey** [00:33:12] I must say that one time I spoke to one of your gentlemen. I happened to be working with him on a board, and I asked him if he had any union labels

and he didn't have a union label on anything he had. My shoes were union label and my hat was union label. (laughs) That's what I say. We have that now, but I did in 1919, I went after, of course I was chairman then, I did go after the Trades and Labor Council, but they didn't have a union tailor. Mr. Cleland was the gentleman that I dealt with, and they didn't have anybody that they could recommend a union tailor.

**Interviewer** [00:34:05] That's funny because I was reading through the Labor Council minutes and this is 1902. They had a rule then at the Trades and Labor Council that every three months all the delegates were inspected and they had to have at least one union label. If they didn't have it the union was asked to withdraw the delegate.

**Horace Mackey** [00:34:36] In here?

**Interviewer** [00:34:37] In Vancouver.

**Horace Mackey** [00:34:37] In 1902?

**Interviewer** [00:34:39] That's right.

**Horace Mackey** [00:34:39] They had what?

**Interviewer** [00:34:40] They had a Union Label Committee and the committee would every three months inspect all the delegates to the Trades and Labor Council and check whether they had a union label on their clothes. If they didn't have it, the union would get warned. The second time, if they didn't have it for the second time, then the union would be asked to send a new delegate.

**Horace Mackey** [00:35:12] I think that's baloney.

**Interviewer** [00:35:14] You think so?

**Horace Mackey** [00:35:14] Yes sir, that's baloney, because I'm going to tell you in 1944, I was sitting on a board with the President of the Trades and Labor Council, and that's what I said to him. He didn't have a union label on anything. That's right. Now, I think what they've been telling you is baloney, because I'm telling you that between 1914 and 1919, I know it was between the First World War, and I can tell you, the two Claridge boys, you know them, one of his boys plays in the Lions. Well, Frank Claridge, he came to me and he was a wiper, but times were hard and he had to go to another job and he was selling suits. So I said, "All right, Frank, I'll buy a suit from you. You have union label?" So the outfit he was working for were up in that Rogers building. So they said, "Oh yes, we put the union label on." That is to sell me the suit. I bought the suit, I paid for the suit. No union label. So I went after this outfit. They gave me the runaround on it. So then I went after the Trades and Labor Council and they did not have a place in this city with the union label at that time on clothing. Frank Claridge can back me up in that because he's the boy that sold me the suit. It wasn't his fault because he went out and sold suits to all the railwaymen and they did not have it. I went after, I know that the gentleman I got a hold of

was a name, Mr. Cleland. If you look back in your records, I can't remember whether he was the president at that time or not, but he told me, "No, that they didn't have it." I had already bought from, had been dealing with the Tip Top and I deal with the Tip Top. The last suit I got was just last year. I've still been dealing with them because they've always given me the satisfaction. Nevertheless, that suit is made in Toronto. I'd sooner have it made in Vancouver, if I could.