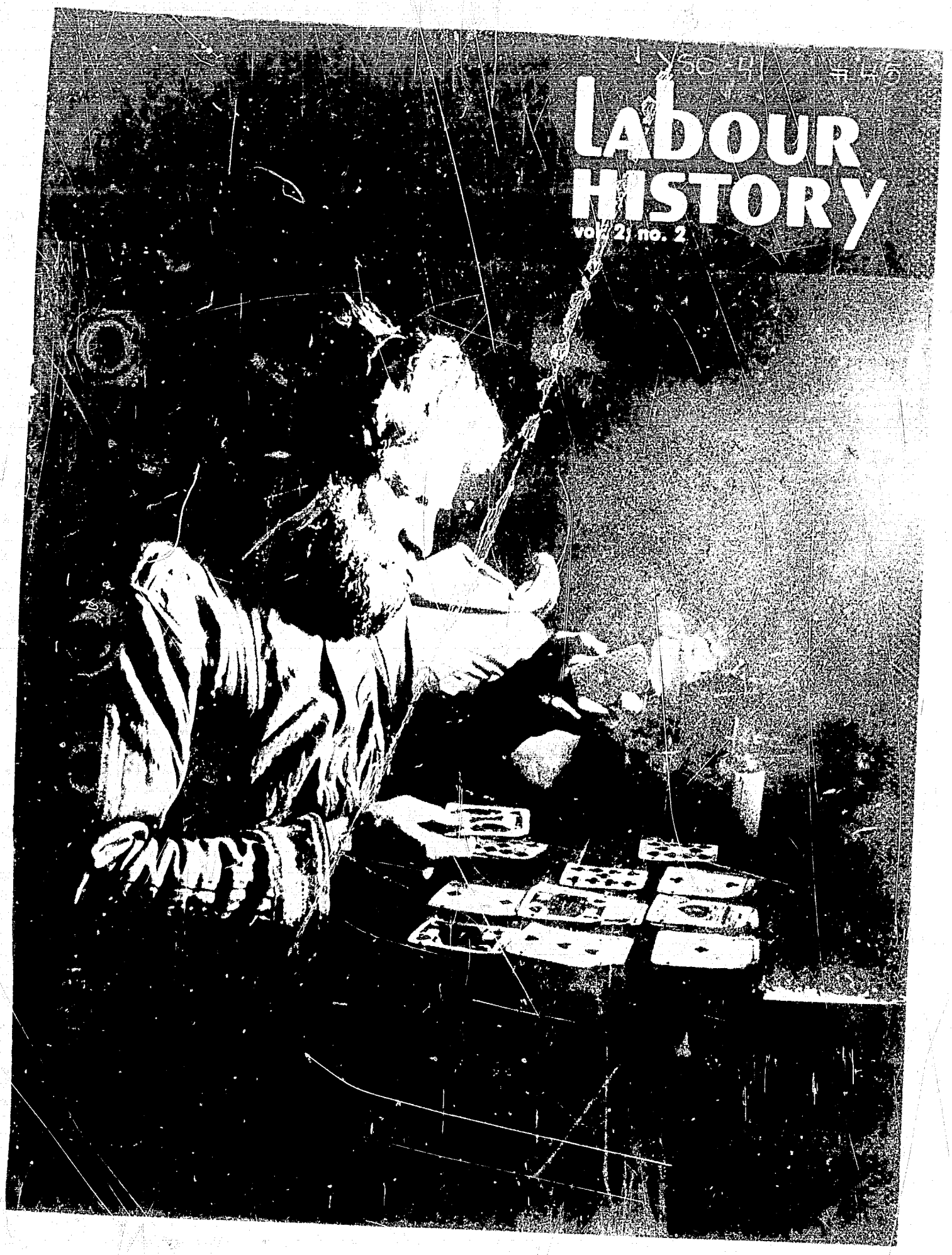
LABOUR HISTORY
vol. 21 no. 2

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Winter 1979/80

Cover Photo: *Logger on 'off-hours' playing solitaire in logging camp bunkhouse, circa 1896.*

THE LABOUR HISTORY ASSOCIATION

BRITISH COLUMBIA TEACHERS' FEDERATION
105-2235 BURRARD STREET
VANCOUVER, B.C. V6J 3H9

CONTENTS

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President's Report

Denis Ottewell

I welcome this opportunity to recount some of the activities undertaken this past year.

The Labour History Association's greatest accomplishment was the production of a 27-minute film on the 1929-1939 Depression in B.C. "For Twenty Cents a Day," premiered last October, fifty years after the great stock market crash. The film became a reality thanks to a number of grants totalling about $25,000 and the expertise of dozens of people. I would again single out Colleen Bostwick, Jim Monro and Liz Walker for special recognition. The film is being distributed through the Canadian Filmmakers' Distribution Centre, 2265 Fir St., Vancouver, V6J-3B6, contact Natalie Edwards. (Rental is $40 and sale price is $390, rising to $430 April 1st).

With so much time devoted to the film, we were unable to meet some deadlines for the newsletters and journals. Our aim is to publish three journals and at least three newsletters in each membership year, so we are busy preparing these publications. In fact while you are reading this, the next publication is being readied for the printers.

Along with several executive members I have been involved in groups reacting to the Draft II proposal of the new social studies curriculum. While making comments on all aspects of the proposed curriculum, we, of course, wish to have more labour studies included in the curriculum. However, I believe that such labour studies programs must be developed and introduced by people supportive of the trade union movement and of the working class—the onus being on us to help prepare and present such material to the Ministry of Education.

In an effort to share our ideas and resources, the association has established a workshop/inservice team which will participate whenever and wherever possible. Our most recent workshop was at the Social Studies Conference in Langley, Feb. 22. If you have ideas as to themes or format please contact us.

As the delegate from the Labour History Association to the Provincial Specialist Association Council, of the B.C.T.F., I have been very supportive of the Council's effort in promoting professional development within the Federation and of its assistance to individual P.S.A.'s.

At its March 8th meeting the L.H.A. executive will be considering future projects, particularly in research and materials publication, and the means of financing them — by grants and by membership fees. The L.H.A. needs you to maintain your membership and to find at least one new member. Without membership support, ideas and fees this association will be unable to fulfill its tasks.

And finally, I invite you to attend the Annual General Meeting, at the Hyatt Regency Hotel on March 30th.

Denis Ottewell
President

Perspectives For Teaching Social Studies In The 1980's

The B.C. Social Studies Conference at Langley Secondary School, Feb. 22, 23, 1980.

Over 500 teachers from around the province attended this successful two day conference.

The Labour History Association conducted two workshops, "Labour and the Depression", directed by Peter Seixas, Gary Onstad and Denis Ottewell. The workshop included a showing of the film "For Twenty Cents a Day" and an exercise in which the participants formed small groups to discuss and develop classroom strategies using reading materials like "Ten Lost Years" and "The Wretched of Canada", the Sitdowners' Gazette and photographs taken during the depression years.

The four dozen participants were very impressed with the film and contributed a variety of ideas on the use of the sample materials. (A summary of these ideas will be included in a later publication).

If you have ideas for future workshops please contact the Labour History Association — you suggest it and we'll plan it.

LABOUR HISTORY ASSOCIATION
BUDGET FOR 1979/80

INCOME			
Balance on Hand June 30, 1979			$ 6,981.11
Amount of fees unearned (as of June 15)			
a. Income surplus (deficit)		$ 1,203.60	
BCTF grant	199 @ $7		1,393.00
Fees:			
a. BCTF members	220 @ $10.00	2,200.00	
b. Student members	15 @ $ 5.00	75.00	
c. Non-BCTF members	70 @ $10.00	7.00	2,975.00
Other income			
a. Grants		12,500.00	
b. Sale of resource materials		2,950.00	
c. Advertising		100.00	
d. Conference profits		100.00	
e. Fund raising		100.00	
f. Miscellaneous interest		50.00	15,800.00
TOTAL INCOME			**27,149.11**

EXPENDITURES			
Meetings			
Executive (7)	(.7%)	200.00	
Table officers ( )	(. %)	—	
PSA Council delegate (5)	(.2%)	50.00	
Subcommittees ( )	(. %)	—	
General meetings (1)	(.4%)	100.00	350.00
Publications			
Journal (3)	(13.3%)	3,600.00	
Newsletter (3)	(2.2%)	600.00	
Other publications (1)	(.7%)	200.00	4,400.00
Conferences and in-service			
a. Delegates to conferences	(.7%)	200.00	
b. Conference development	(1.8%)	500.00	700.00
Chapter support			
a. Grants and assistance to local chapters	(.6%)	150.00	
b. In-service assistance	(. %)	—	150.00
Affiliate fees and meetings	(.2%)		50.00
Operating expenses	(.7%)		200.00
Curriculum development	(76.6%)		20,800.00
Other projects			
a. Membership recruitment	(.9%)	250.00	
b. Honoraria	(.4%)	100.00	350.00
Miscellaneous	(.6%)		149.11
TOTAL EXPENDITURES			**27,149.11**

FILM REVIEW

By JOHN CHURCH

For Twenty Cents a Day, produced by the Labour History Association. 26 minutes, b&w, colour.

This B.C. produced film spans the decade of the "Dirty Thirties." It begins before the stock market crash of October, 1929 when Canada supplied raw materials and wheat to markets all over the world, and covers the tragic years of the R. B. Bennett administration when soup lines and national relief camps — tar paper shacks, the unemployed disowned, isolated, deserted and unorganized, and toiling for 20c a day — became the common feature of the day.

By 1932, one in four was unemployed, by 1933, average income had dwindled to 50% of the average income of 1929, fishing income was down by 45%. It includes the horrors of the police attack on the unemployed in Regina on July 1, 1935. Later, in the Mackenzie King years of the last half of the decade, the police are again shown clubbing and beating the unemployed as they flee from the Vancouver Post Office on "Bloody Sunday" or as the calendar states, June 19, 1938.

All these men wanted — unemployed members of the working class and middle class families — was work and wages. That came, ironically as the film shows, as young Canadian soliders march off to war against Nazi Germany at the end of the decade with Mart Kenny and His Orchestra playing "We're Proud of Canada."

The film is told through the memories — often anguished — of narrators, Dorothy Livesay, Syd Thompson and Steve Brodie, interspersed with appropriate folk and union songs.

So much more could and should be stated. To some, like this reviewer, who remembers the depression years as a small boy, the film is a powerful reminder of a universally bitter and unfortunate decade in Canada's past. To those slightly older, it will recall vividly the pain and passion, the bitterness, but yet the comradeship of those years. To those younger, it will be a totally new experience.

The film is eminently suitable for secondary Social Studies students and for labor union members. Though mainly B.C. focused, the film is ideal for students of Canadian history, public issues etc. throughout Canada, because the themes of depression, isolation, hopelessness, helplessness, futility were the universal Canadian experience of the 1930s.

The film provides a powerful visual complement to a growing host of literature on the depression — for example, to name but four, Beeching and Clark, **Yours in the Struggle: Reminiscences of Tim Buck**, Liversedge, **Recollections of the On-to-Ottawa Trek, with Documents Related to the Vancouver Strike and the On-to-Ottawa Trek**, Thomas, **Songs of the Pacific Northwest: Folk, Topical and Historical**, and Broadfoot, **Ten Lost Years.**

Kudos to the Labour History PSA members, amateurs in the film making industry, for having produced a first class professional and educational film.

Taken For Granted:
Farm and Domestic Workers

A slide-tape production and collection of background material

Produced by The Labour Advocacy and Research Association (L.A.R.A.).
The slide-tape show is in two parts:

Part 1 (80 slides, 14 minutes) discusses the history of farm and domestic workers in B.C.

Part 2 (80 slides, 20 minutes) discusses current working conditions and recent organizing attempts.

The show is available for purchase or for individual showings. Speakers from L.A.R.A. are also available. For information contact: L.A.R.A., C/O Rachel Epstein, 2520 Triumph St., Vancouver, B.C. V5K 1S8. Phone 251-3872.

Teachers: There is also a ten-activity curriculum unit available on the same subject. For information contact L.A.R.A. or School Public Legal Education Project, Legal Service Society, P.O. Box 12120, 555 West Hastings St., Vancouver. Phone: 689-0741.

LABOUR HISTORY ASSOCIATION

Annual General Meeting
MARCH 30, 1980
1:00 p.m. to 3:00 p.m.

at the

Hyatt Regency Hotel
Georgia and Melville St.
Plaza East Room

•

The Labour History Assn. film production "For Twenty Cents A Day" is on the agenda. Don't miss the AGM!!

GLOSSARY

From Tough Timber, M. Bergren

Boom—a log boom; logs tied together on the water.
Booming Grounds—where the logs are kept in the water for transport to the mill.
Bucker—the man who comes behind the faller and saws the tree into log-lengths.
Bullcook—the man who does the chores about the camp, lights fire, cleans the bunkhouses, brings in wood for the cook, and other chores.
Bullbucker—the man who is in charge of falling and bucking operations in a logging camp.
Bundle Stiff—a logger always carried his own blankets from job to job in early days. Sometimes called "bindle stiff."
Butt—the big end of a tree.
Camp Push—camp foreman.
Chaser—the man who unhooks logs when they come to the landing, and stamps them with the government or company stamps.
Choker—the hook or the bell and knob on the steel cable that is used for yarding or hauling logs in to the landing.
Chokerman—the man who ties or hooks the cable around the log to be yarded in to the landing.
Chuck—salt water, or ocean.
Crummy—vehicles used to transport men to the job.
Donkey, or Donkey Engine—machine used for yarding logs in to the landing, equipped with a drum and cable.
Donkey Puncher—the man who runs the donkey machine.
Dragsaw—a gasoline-powered saw.
Faller—the man who falls the tree.
Float Camp—camp buildings sitting on logs on the water.
Floathouse—a house sitting on logs on the water.
Flunkey—kitchen helper and waiter.
Greasing Skids—greasing log skidroads to facilitate log transport by horse or oxen.
Gut Hammer—iron tripod hanging outside the cookhouse which, when beaten, sounded the gong at mealtimes.
Haulback—line that hauls the choker and mainline back out into the bush.
Head Faller—the man in charge of the falling crew, which consisted of three to four men. Not in a supervisory capacity, but he decides which way the tree must fall, etc.
Home Guard—people who settled in the camps.
Hooker—the man who is in charge of the yarding.
Hooktender—(same).
Jack Ladder—a ladder or endless belt continuously moving, for moving logs from the water into the mill.
Landing—the place at railroad track or road where logs are landed from the bush.
Log Barking—taking the bark from logs, for export, to cut down on the tonnage.
Lokie—locomotive.
Mulligan Mixer—cook.
Muzzle Loaders—tiered bunks, one on top of the other, which men entered from the end.
Pass Line—a line used in rigging a spar tree.
Peevee—a tool used for rolling logs in the short log country of the interior.
Picket Camp—headquarters for men on strike, where pickets lived.
Pulled His Time—quit.
Rigger—the man who tops the spar tree and hangs rigging on the tree in preparation for yarding logs in to the landing.
Rigging Slinger—the man who picks out the logs to be choked and brought in to the landing.
Salt Chuck—ocean, or salt water.
Scaler—the man who measures the board footage in logs.
Setting Chokers—putting the cable around the log.
Signalman—the man who gives the signals for movement of the logs.
Skeleton Cars—the railroad cars with bunks and stakes for hauling logs.
Second Faller—the man on the other end of the saw to the head faller.
Skidder—a large yarding machine.
Skidroad—road made of logs lying crosswise, for getting out logs, with oxen or horses.
Skookum—husky.
Set of Fallers—two fallers and two buckers, reduced later to three men, and now two.
Side-Winder—a tree that goes down when hit by another tree.
Springboard—a board about five feet long inserted into holes in tree for faller to stand on, before introduction of power saw.
Snoose—snuff which was chewed. Wdely used by loggers in place of cigarettes which would have caused a fire hazard in the woods.
Stump Ranch—a cleared area covered with stumps, where someone lives, and perhaps raised a few garden products of farm animals.
Shingle Weaver—a man who packs shingles into bundles.
Snag—a dead tree.
"Super"superintendent.
Stanfield Shirt—a heavy wool shirt used by loggers.
Spar Tree—a tree that is rigged for the purpose of yarding in the timber on the setting.
Setting—the area of timber and ground the spar tree takes in.
Speeder—4-wheeled gas-operated vehicle running on rails, transporting people in and out of camps.
Undercut—the cut in the tree to guide it in its fall when it is sawed from behind.
Wedge—a tapered piece of metal for inserting into the saw cut to lift the tree so that it will fall.
Whistle Punk—signalman who gives the signals for movement of log.

INTRODUCTION

THE IWA'S FORMATIVE YEARS

By JERRY LEMBCKE

Prior to 1930 the Lumber Worker's Industrial Union (LWIU), an affiliate of the One Big Union, had been the major organizational accomplishment by workers in B.C. Following its near demise around 1926, the LWIU was revised in 1928 and affiliated with the Communist Workers' Unity League in 1929. The 1931 Fraser Mills strike established "both the LWIU and the WUL as viable organizations." The two-and-a-half-month strike "was one of the first in North America where the union was able to win a wage increase during the depression, reversing the general trend of wage-cutting by employers."

Following defeats at Barnett Miils, Elk River Timber, and Campbell River Timber, the LWIU decided to concentrate in the Campbell River area. In January, 1934, the union struck Bloedel, Stewart, and Welch. The strike spread "to most of Vancouver Island, the adjacent mainland, and the Fraser Valley." Loggers marched through the woods for days to reach remote camps and shows in order to shut them down. A boat was employed to reach coastal camps. When the strike ended in May, 3,000 of the 5,000 loggers on the coast were LWIU members.

In April, 1936, the LWIU, affiliated with the AFL Carpenters union and elected Harold Pritchett president. Pritchett would eventually become the first International President of the IWA.

In 1939 the IWA was suffering the effects of an eleven-month strike of quarry workers at Blubber Bay. The strike drained the union of its finances and left it with only a few hundred members. The program to rebuild the IWA in British Columbia focused on the Lake Cowichan area of Vancouver Island and the Queen Charolotte Islands. The colorful "Logger's Navy," now a legend in British Columbia, was the keystone of the program's success. The acquisition of its first boat was a milestone in the IWA's history. There were 500 miles of ocean between Vancouver and the Queen Charlotte Islands "dotted with logging camps all up and down the coast." The stretch of water "was one of the toughest to navigate in the world, filled with islands, jutting rocks, racing tide-waters, rock mountains rising steeply from the sea, with no vestige of shelter for miles for a small boat in a storm."

Myrtle Bergren, wife of Hjalmar Bergren, an IWA organizer, has captured some of the color of those organizing drives:

"Wherever they went the loggers welcomed the little boat . . . they had been mistaken for fisheries patrol officers, and the crew at Camp 2 mistook them for a couple of preachers. They had a pretty powerful message to deliver, at that, the Bullcook observed. At Englewood camp the police called from Alert Bay to eject them

Continued on Page 6

Continued from Page 5

from camp, but they were able to get around the bunkhouses and talk to the men before they arrived.

On several occasions when hostile camp superintendents refused the men access to their camps, they called the loggers down to the shore or the float with a few blasts on the foghorn, and spoke their inspiring words to the men from the decks. Then they would be off again, in the face of natural hardships as well as hostility from police and camp officials.

Bergren recorded the words of Alex Armella, an organizer at the Bloedel, Stuart and Welch operation at Menzies Bay in 1942:

"Things have changed so much nowadays. You can't visualize how it was in them days. You got to really get down and think. You take today, pret' near any camp, you're within three or three and a half hours of Vancouver . . . In them days even 50 miles out of Vancouver well, you're three or four hours away. There's no such thing as a road. You was dumped off on the beach or dumped off on a float and there you were.

"Sometimes you was there five or six hours before you was picked up with a boat. I remember once I was goin' up to Blind Channel, we were dumped off on a float one o'clock in the morning, snowin', rainin', winter time, blowin'. It was just a 24 by 24 float, anchored there, it was ten o'clock before we got taken offa there . . . That's a long time to stay on a float like that without a shed or anything on it. There was five of us, set of faller, a riggin' slinger, and a chokerman.

"People wouldn't believe that, they used to go on the old Ventura or Cheloshin, and be gone a week before you'd get to camp.

"I know I got on once at Knight's Inlet and in '38 Melty Brothers, Nigger Creek there, and we went right up to the head of Seymour Inlet and back. Took us five days.

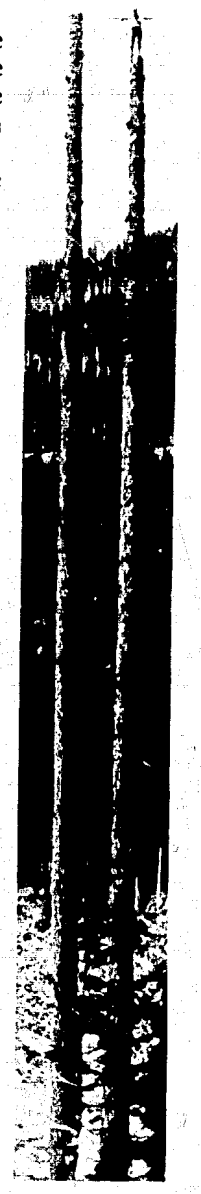
"Them bright city lights, when we saw 'em finally . . . we was really waitin' for that!"

The turning point in the early war days was the organization of the Chemainus mill, a holding of the Victoria Lumber and Manufacture Company (VL&M). From mid-summer of 1941 to spring of 1942, IWA organizers Hjalmer Bergren and George Grafton leafleted and talked among the mill workers. The union applied for and received certification under the wartime labor act. Within weeks, mills at Hillcrest and Youbou followed suit. Fraser Mills in New Westminster and the big mills in Vancouver were also soon organized.

In 1942, Pritchett was elected president of the British Columbia District and helped lead the drive in the Queen Charlottes. The Islands were covered with Sitka spruce, urgently needed in the war effort for the manufacture of airplanes. The British Columbia lumber operators were making millions on wartime production but "they refused to bargain for fair wages and conditions for the men who did the killing work of production."

In the summer of 1942, loggers reported to the union that work conditions were so bad they wouldn't work. Allison company lost over half its crew of fallers and buckers. The IWA charged the companies with sabotage of war production and Pritchett first considered breaking the breaking the union's wartime no-strike pledge. When the British Columbia Loggers Association refused to accept a ruling of the Federal Arbitration Board that it recognize the union (Local 1-71), 900 IWA members struck on October 2, 1943. The fourteen day strike ended with "the unconditional surrender of the four major companies involved." The first IWA agreement with the British Columbia Loggers Association followed, as did recognition for the IWA in all camps and mills where it had won elections. (Winning an election had not necessarily meant being recognized by the company since at that time Canada had had no legislation comparable to the Wagner Act.) With victories at Lake Cowichan and the Queen Charlottes, the IWA had changed the course of the British Columbia labor movement.

Jerry Lembcke is the Humanities Program Coordinator at the Pacific Northwest Labor College in Marylhurst, Oregon, and has done extensive research on the history of the I.W.A. The following introduction is taken from "The I.W.A. in British Columbia, 1942-1945" by Jerry Lembcke. Used by permission.



H. Pritchett New Woodworkers Head

Tacoma Convention Registers Overwhelming Vote For C.I.O. International.

With the Woodworkers' Federation of the Pacific voting more than 89 per cent in favour of affiliation to the Committee for Industrial Organization, and the B.C. locals registering even more decisively, there is no question of where the woodworkers want to go.

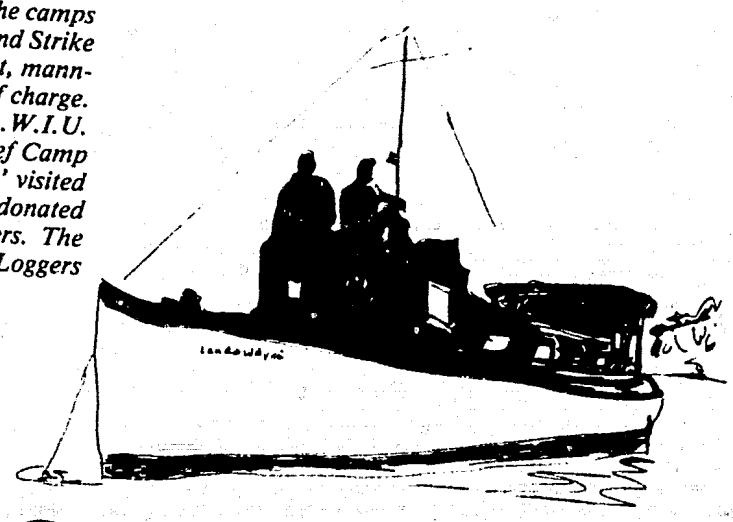
The Woodworkers' Federation of the Pacific has already been chartered and is now officially the International Woodworkers of America.

Just how soon the International will be issuing charters to the locals, is not yet known, but it is anticipated, that before many weeks are passed, the B.C. locals will be full fledged members of the International Woodworkers' Federation.

B.C. Lumber Worker, July 28, 1937

The use of boats for organizing the men in the camps first came into being during the Vancouver Island Strike of 1934. The Strike Committee chartered a boat, manned by fishermen, who gave their services free of charge.

Again, in 1935, a boat was employed by the L.W.I.U. in its efforts to raise funds for the striking Relief Camp Workers' Union in Vancouver. The "Ethelda" visited camps all along the coast and loggers donated thousands of dollars to the relief camp workers. The idea took root, and a few years later the "Loggers Navy" was born.



"THE LOGGERS' NAVY"

All's Well Aboard "Ethelda"

By J. EKLOW

SOINTULA, Oct. 18, 1935 — Arriving at this port last night after our trip up into Knights Inlet, our first job was to pay a visit to J. Campbell's Camp a short distance from Sointula. We had supper at camp, and while no meeting was held, we collected $6.25 for the Defence Fund, signed up a few new members for the Union and collected dues from some of the old members.

The crew at this outfit numbers 14, with about ten of these staying in camp. Two 60 h.p. cats are used for hauling the logs to the salt chuck. Bunkhouses are in very poor condition, poorly built. One of the boys told us they had a bath-house but we couldn't see one. A barrel was used for the hot water tank, and when the crew came home that night we noticed that they washed outside. There is no bullcook.

The board could be improved on at $1.10 per day, and blankets and bedding run $1.00 per month, with the sheets not changed very regularly at that. All this could be rectified very easily by the crew themselves with very little activity on their part.

* * *

CARSON'S CAMP
CRAYCROFT ISLAND

Tonight a visit was paid to Carson's Camp. The crew numbers 30, and conditions are not so good as they were reported to be last spring and summer.

Upon arrival at camp we were told by Carson himself that no collection would be taken through the office. Anyhow a meeting was called for 7:15 p.m. and a delegation of three workers volunteered to go into the office together with one of the organizers from the boat to arrange for a collection. This was bluntly refused, and the delegation was told that if they wanted to donate and put their donation through the office they had better call for their time. The organizer informed Carson that he was running the wrong kind of camp — that he should be "push" of a relief camp under the Department of National Defence, as he acted like a petty dictator. After some more talk, the interview was adjourned.

Now if this camp had have been properly organized, there would have been no difficulty at all in making "Big Shot" Carson come through. It seems to be up to the crew to get going and see that such a thing does not occur again. There are a good number of Union men and some other good Union material here and all that is needed is some organizational work.

The total collection from here amounted to $11.50, and one new member for the Union was drawn in, as well as some dues collected. Thanks very much, fellow workers, and we hope that your camp will soon be at least 99 per cent organized.

* * *

HENDERSON'S CAMP, BONES BAY

A well-attended meeting was held in this camp tonight (Oct. 24), with every man in the camp present. This little camp is more of a 100 per cent outfit, and the best disposed towards the L.W.I.U. than almost any of them. At least the crew acts like it: Some difference from the attitude of "Shot Gun" Carson, at whose camp we were at the night before.

The total collection from the small crew here amounted to $45.25, besides collecting initiation and dues.

This is undoubtedly one of the best camps visited during the entire trip. All the boys were in a good humor, and made us feel more at home than at any other place we have been into. No complaint was heard from anyone. We even tried out the meals, were invited for supper and breakfast, which were accepted with thanks, and we can say that the grub was good.

(The B.C. Lumber Worker Nov. 9, 1935)

WE NEED AN ORGANIZATIONAL BOAT

The splendid support given by the loggers to the Joint Defence Committee through its representative who visited the various camps on board the launch *Ethelda,* indicates that there is a strong feeling among the men in the camps for unity between the workers in different industries. It naturally follows that they are even more anxious for a greater degree of unity among the loggers themselves, and the co-operation the Union organizer received from the loggers on his recent tour through the camps proves it.

To build this unity we must built the Union and increase its activity. There are many methods that can be used to accomplish this, and we must certainly utilize all of them, but what we wish to emphasize here is the value of a motor launch in this work.

In the many small camps, both large and small, situated close to the water up and down the Coast, there are thousands of loggers. Some of these belong to the Union and a great many do not. Occasionally an aggressive delegate gets into one of these camps and the Union grows by leaps and bounds, but the great majority are never reached. This has been a real problem, but the cruise just finished by the *Ethelda* gives us the solution.

Equipped with a small gas boat, an organizer could visit all these camps regularly, distributing papers and signing up members. He would at the same time be able to help the men overcome the little problems which arise daily on connection with the Union activities, and what is more important, he would be able to assist them in their efforts to rectify the thousand and one grievances that exist at present.

To put it briefly, an organizer visiting these camps regularly by gas boat could strengthen the Union by 100 per cent. Therefore, we should begin to plan now for the purchase of a suitable boat in the very near future.

B.C. Lumber Worker
Nov. 13, 1935

SAGA OF THE LOGGERS' NAVY

By AL PARKINS

A trim 45-foot diesel powered cruiser pokes her nose into a small bay "somewhere on the B.C. coast" and with engine idling eases gently in toward the booming grounds of a logging camp. Even before she slips into her mooring alongside a boomstick, a logger standing in the door of a bunkhouse passes the word around and men begin drifting down to the beach to welcome the new arrival, while up in the office the "push" after glaring for a moment out of a window, turns to his timekeeper and growls: "Here's that damn 'Loggers' Navy again."

The cause of this little flurry of activity that has broken the customary after supper period of calm and drawn the ire of the foreman is the motor vessel "Laur-Wayne," operated since 1933 by Local 71, International Woodworkers of America, and soon to be joined in service by the latest addition to the "Navy," the M.V. "Annart."

The "Laur-Wayne," known from Vancouver Harbor to Queen Charlotte City as the "Loggers' Navy," provides a chapter unique in the annals of trade union history in North America, perhaps the world. Since 1938 the little craft, built in 1911 and structurally unsuited to the dangerous waters of the northern B.C. coast, has carried Local 71 organizers into every district of the coast where logging is carried on, and for the greater part of that time under the command of Captain John McCuish, president of Local 71 and its top-flight organizer. On all such trips the vessel carries union literature, general labor information, special leaflets — sometimes printed on board — all the material needed in the work of building the union in the B.C. camps.

First step toward putting an organizing boat into service was taken early in 1938, at the time when B.C. loggers were considering an industry-wide organizing campaign, and one look at the map of the B.C. coast gives ample reason for the move. If you run a line 100 miles east from Vancouver inland to the Harrison Lake country, then trace your line northwest, as the crow flies, to Prince Rupert, then due west to the Queen Charlottes, nearly 100 miles out in the Pacific, and finally back in a straight line to Vancouver, slicing across the northeastern district of Vancouver Island, you will have the approximate territory covered by Local 71's jurisdiction. Not one of the 130-odd camps in this enormous area, almost as large in itself as the State of Washington, can be reached by anything but marine transport, while the isolation of many operations, and the different types of logging carried on, create problems almost as diverse as any facing a full-sized District council.

The "Laur-Wayne" left Vancouver on its maiden trip on August 31, 1938, with Arne Johnson and Ted Gunrud both executive members of the local and brave men, in charge. Equipment for this first voyage included a decrepit car engine, which frequently displayed a tendency to "go haywire" in the centre of a ten-knot tide or a 50-mile gale; one small halibut anchor which wouldn't have held a rowboat in any kind of wind — even if the shoestring anchor line had held — and four charts of the coast. But with the foolhardiness born partly of ignorance, but mostly of necessity, that first crew managed to take the "Navy" north to the Queen Charlottes and back, plus other trips to the West Coast of Vancouver Island and side trips into numerous inlets on the way by the end of the year.

Next year, however, a new $3500 diesel engine was installed, better equipment was added, and the "Laur-Wayne" began its period of greatest usefulness. By 1940

the vessel had made about 12 round trips to the Queen Charlottes and back, plus other trips to the West Coast of Vancouver Island and side trips into numerous inlets on the way by the end of the year.

Next year, however, a new $3500 diesel engine was installed, better equipment was added, and the "Laur-Wayne" began its period of greatest usefulness. By 1940 the vessel had made about 12 round trips to the Queen Charlottes — over 15,000 miles in itself — together with innumerable — voyages into every inlet and channel between Vancouver and Prince Rupert. In all, the log book now shows well over 50,000 miles of blue water travel — more than twice the distance around the world — and without any serious accident.

The exploits of the "Laur-Wayne" and her crew have by now become famous along the Coast. For one thing, Canada's western shoreline is not kind to amateur seamen. It's an amazing coastline, stretching northwest 550 miles to Prince Rupert, a jumble of inland waters, narrow, rock-strewn channels through which the tides race, small islands, timber-covered hills rising sheer from the water. Many term it the worst stretch of water in the world, by far the toughest to navigate. And the fact that local 71's seagoing organizers have successfully learned to navigate these waters, in addition to carrying on the difficult work of organizing the unorganized, will some day deserve a greater tribute.

For there is no question of the difficulties. Captain McCuish likes to relate — with something of a note of pride in his voice — how the arrival of the boat at certain camps has caused more than one camp "push" to reach for the aspirin tub. He has been escorted out of harbours several times by Provincial Police patrol boats. Certainly no craft on the Coast has been refused moorings as often. At times, faced with a hostile boss and his stooges, he has anchored the "Navy" a few feet out from dock or float and using the pilothouse deck as a platform, addressed the crew called to the meeting by blasts on the foghorn. The boat and its crew, have been assaulted, unsuccessfully, by timekeepers, side rods, special guards, and even a boss logger. An axe handle and even a .44 six-shooter have been the weapons variously used to threaten. But the "Navy" in the best traditions of "naval service," has kept on plying the waters and applying the I.W. of A slogan of "organize the unorganized."

And should there be any question that all this enormous effort has been fruitless, a quick glance at results tells the story. Concretely, operations of the "Laur-Wayne" have brought outstanding achievements. The old problem of holding the local membership together through personal contact is partly solved. The big task of bringing unionism to the four big operations in the Queen Charlotte Islands, the most isolated logging district, resulted by 1940 in establishment of camp committees and a general wage increase of $100 a day on all jobs.

Average wage for chokermen, for example, was around $4.00 a day in 1938 in most camps under Local 71's jurisdiction. In 1941, with the organizing work made possible by the boat, wages average $5.00 for the chokers, and run as high as $5.50 on the Queen Charlottes. More than that, possession of a boat has given the local's organizers greater mobility. They can move quickly to any point on the Coast if members in a given camp need assistance in a dispute, and in the past four years there have been plenty of disputes. But capable as the "Navy" and its crew were in performing their work, the problems were too great for any one boat's crew to handle. This became more and more obvious in 1939 and 1940, when, in an attempt to strengthen the

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The Loggers Navy and its predecessor the "Ethelda" often moored at camps like this in the organizing drives of the 1930's and 1940's.

organization on the Queen Charlottes, it was found impossible to cover that area without neglecting camps on the mainland. This, together with the fact that the "Laur-Wayne" was unsuited for crossing the dangerous Hecate Straits, prompted delegates at the annual meeting of Local 1-71 to approve purchase of a second vessel — one that would be suited to heavy weather and allow the transfer of the "Laur-Wayne" to inside waters. Early this month the new vessel was purchased — the 40-foot "Annart" soon to be placed in service as the "flagship" of the fleet. Those who have seen her feel she is ideally suited for the work at hand. All are agreed, too, that with two vessels in service, efficiency of the organizing campaign can be doubled and with resultant benefits to the memberships.

All that is now left — though it's a big problem — is to pay for the new craft within the next 12 months. And that's up to the men on the job who appreciate what has already been done in their interests and can look ahead to the new achievements made possible by the "Loggers' Navy."

— Taken from the B.C. Lumber Worker, April 16, 1941

Local 1-71 Sells 'Laur–Wayne' Loggers' Navy Veteran

VANCOUVER, B.C. — Sale of the motor vessel, Laur-Wayne, was announced by Secretary Ernie Dalskog of Local 71 this week. A famous figure in every bay and inlet on the B.C. coast, this original boat of the Loggers' Navy has taken organizers into every camp along the coast for the last nine years. Her sale was negotiated by the union to make possible her replacement by a boat more suitable for the heavy seas the Loggers' Navy has to contend with.

A 50-horse Gardiner diesel engine has already been purchased from the Kelley Logging Company by the loggers' union and a new hull of the west coast troller type will be constructed shortly for the new replacement.

International Representative Charlie Fraser left yesterday morning to take over the motor vessel, Annart, at Stuart Island for a tour of camps in the Johnson Straits area with Claude Donald of the National Film Board, who will be showing films to a number of camps in that district.

President John McCuish, recently returned from a trip through the Queen Charlotte Islands, left on the boat yesterday for Prince Rupert where an organized drive will be started amongst loggers in the Prince Rupert-Shames-Terrace area.

Next spring the drive will be continued east on the Canadian National Railway route to Prince George and Giscombe in line with the IWA's plan to have five or six organizers in the interior early in the new year.

— B.C. Lumberworker, Oct. 3, 1944

Loggers and Boom Men

George Matthews, a Counsellor and English Teacher at Elphinstone Senior Secondary in Gibsons, B.C., worked as a logger and boom man during the summer of 1977 and 1978 respectively. He wrote of the experience in his weekly column **Slings and Arrows** *in the Sunshine Coast News.*

How would you like to spend five days a week driving around in sturdy, powerful little machines bumping into things like on those car rides at Funland; run around on floating, Sargaso islands; make death-defying leaps from one water borne zone of terra firma to another; discover secrets to magic gateways; learn to negotiate labyrinths and mazes; steer indestructible boats through unpredictable obstacle courses and, on top if it all, do it for as long as you want and get paid for it? That is what your average boom man does every day, all year long; except when he is forced to take two days off each week for those mandatory weekends.

The boom man is to Gibsons what the logger is to Sechelt — the heart, the soul, the character of the community. The essential connection is symbolized every year in Sechelt's celebration of Timber Days in May and Gibsons' celebration of Sea Cavalcade in August. A more fascinating contrast of character couldn't be imagined.

The logger is a communicator. He talks about his work. He explains, then re-explains to the greenhorn, then says it all over again. Then he lets you try it and if you don't get it right, meaning the way the loggers have done that thing for a hundred years, then he explains and re-explains again until you have it.

Loggers have heroes. They have a concept of the ultimate logger. They praise skill and expertise, they admire the craftsmanship of their trade.

On the job and off loggers talk logging. They have developed complex, sophisticated, often bizarre and sometimes humourous ways of letting each other know what's going on. They communicate with radios, electronic horns, hand signals, voices and a highly developed, exceptionally colourful vocabulary.

The work they do goes in fits and starts. Sudden outbursts of intense activity are followed by brief lulls. Strength, speed, quickness and agility are essential. There are no slow, clumsy loggers. Their work is also exceptionally routinized and hierarchic. Everyone knows his function, knows what is expected. They work as a synchronized and coordinated unit structured on distinct and unquestioned lines of authority. The work is also extremely dangerous.

Boom men on the other hand are the anarchists and individualists of the work world. First of all, they shun,

avoid and apparently dislike communication. They tend not to talk about booming or log sorting on the job, and for that matter off the job. What communications there is is subtle and as unapparent to the trained eye as the bidder's motions at an auction. An imperceptible nod, a raised eyebrow, a finger or thumb raised minutely, and when all else fails, and there is no way around it, a brief word or two. A boom man is expected to know what comes next, what the order of priorities of the job is; like chess, he knows not only what to do next, but ten or twenty minutes along, all with a minimum of communication.

The boom man has no occupational heroes except the power, speed and manoeuverability of his boat.

He shows an amazing ability to make his machine do its work for him.

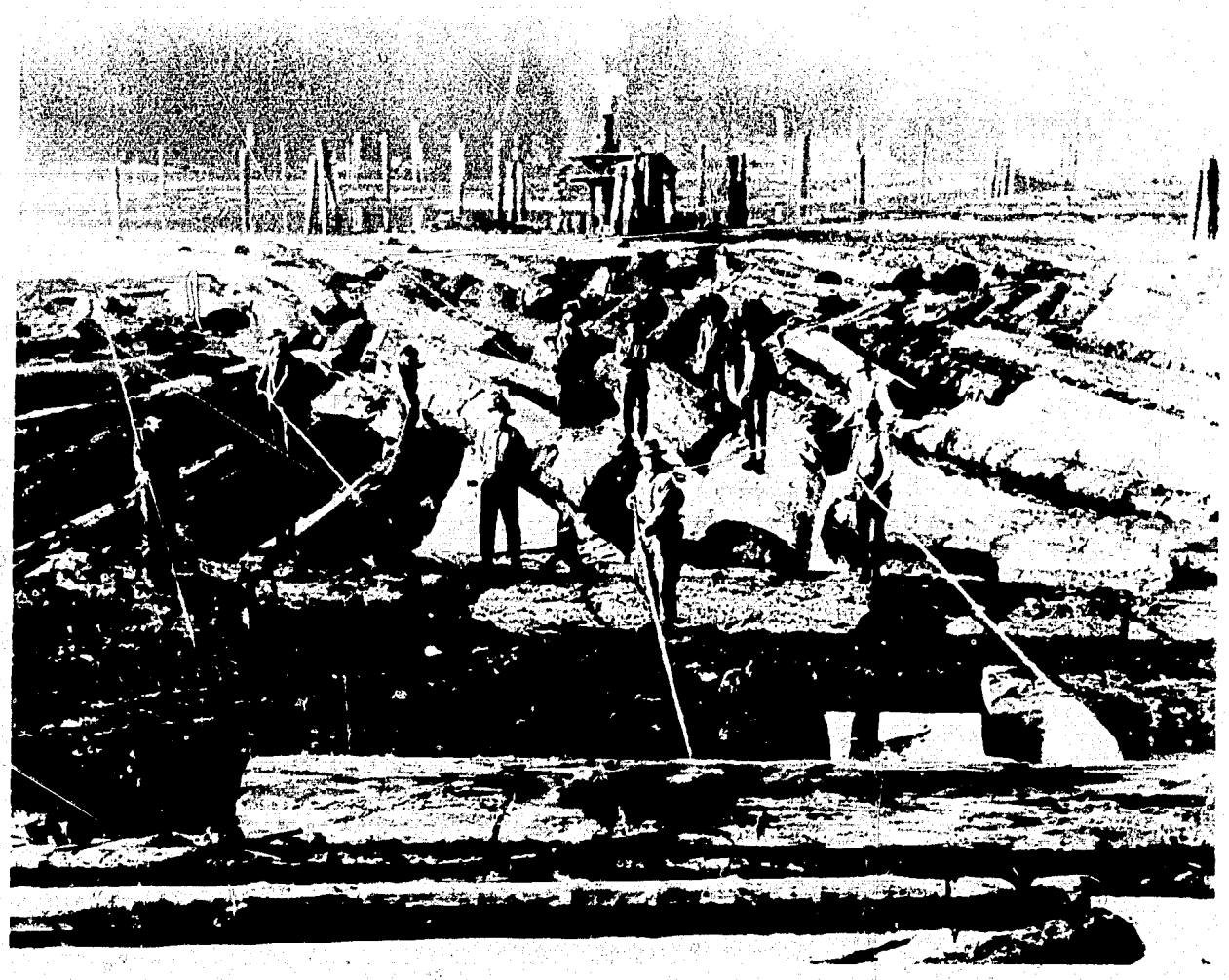
The boom man's conversation, usually witty and intelligent, revolves around the three unmentionables in polite discourse: sex, politics, and religion; but never in my brief experience, booming.

The work itself is slowed, moderated, calmed, made elegant and graceful by its omnipresent medium, the water. Grace, skill, technique replace the "go ahead on her" approach of the logger. The work is often hard, requiring incredible upper body strength and agility, plucking immense chains out of the depth as though they were no more than flotsam. (Boom men are physically difference than loggers. Where the logger is lean, hard and often on the smallish side, the boom man tends to concentrate his physical being in his massive neck, chest, shoulder and arms, but saves his legs by moving by boat.) There are no side hills on the booming grounds.

On the surface, though not clearly in reality, the boom man's work seems to centre around the man and his boat. Everyone starts out in the morning, often without clear spoken direction and begins his task, and by some unspoken, almost mystical force the work proceeds toward its objective.

Boom men are given and accept great individual responsibility. Their work is such that communication is difficult and therefore has become largely unnecessary. They work hard and have great skill.

Finally, one great difference exists in the fact that boom men live at home, while loggers live in camp.



"When I was young and quick . . ."

THE BALLAD OF BOOTED BONDAGE

By Peter Tower

The waiting hill tipped ragged against the sky
in the press of the swelling sun. We shuffled our feet
and talked of booted bondage and days gone by
on a windless morning of heat.

"Back then," said the ancient hooker, shifting his noose,
"she was rough and tough and they played it by hit or miss.
And I guess I've seen my share of shit and abuse
but never a show like this!"
"It's kinda funny but when I was young and quick
and my legs were good, they mostly logged on the flat.
But now I'm getting old" — and he rubbed his neck —
"we gotta work ground like that!"

And his eyes and ours crept past the steel-spar
that man-made symbol of modern efficiency.
We saw the claim with its rock-bluffs rugged and sheet
and we tasted the irony.

And then it was starting-time. Resigned to our lot,
we snuffed our smokes and began the weary ascent
as though we had sinned by living — God, it was hot! —
and this was our punishment.

We were damp with sweat when we reached the first of the logs.
We paused at last for a short but grateful break
and clung to the brush-furred incline panting like dogs
while the hooker puffed in our wake.

The whistle bansheed. Distant the rigging jerked
into metal motion. Chokers rattled and danced
up-mountain toward us. Hoarsely a raven croaked
and so the yarding commenced.

And we throttled logs with our kinky steel ropes
logs that had stood as trees before we were born
and sent them shuddering truckwards down the slopes
turn after headlong turn.

The day dragged on. The air was a scorching sheath.
The only moisture sweat that daggered the eyes.
The snarling sun above and the fools beneath
who came to scrabble for trees.

The cables scraped a tune on the naked rocks.
We dreamed of beer in the air-cooled bars of town
and of sparks that might sow flame by the haulback blocks —
Much hotter they'd close us down.

In our groggy minds we nursed the greed for reprieve.
It would never come so what the hell was the use?
Then the hooker yelled and the sidehill came alive
as the roadline stump tore loose.

We dived for cover and held by horror, we stared
at the grizzled hooker whose legs were not fast enough
for the spinning uprooted stump that came like it cared
and swept him over a bluff.

There's little more. We packed him finally out,
dead as though he had never breathed or been
and they closed her down but I heard his words like a shout —
"It's the toughest show I've seen!"

And his grave lies elsewhere, carefully kept and unmarred
with a floral wreath and a plaque that bears his name
but his real stone is a cliff-face, pitted and scarred
on a logged-off logging claim.

. . . Five hundred resolute loggers, the entire crew of Bloedel's Camps 3 and 4, and the boom camp, marched down to the beach and presented their demands to the general manager at Bloedel's. The gray Pacific surf rolled in, as the officials scanned the paper and the men waited. Finally one of them made an answer:

"This company is not going to accede to any demands of you fellows. This company is paying a fair wage scale, and losing money, and we can't afford to pay any more." He lifted his head and spoke clearly, "If you fellows think you are going to get anything out of this —" stretching out his hand arrogantly at the mass assembly — "you are crazy! You will never work in the B.C. woods again!" With these words he tore the paper into pieces and threw it at their feet.

The angry rumbling of the men's voices drowned the surf as they turned away, knowing precisely what they were about to do now.

1934 — The First Test

PART ONE

IN 1934 UNION LOYALTY BROUGHT GAINS TO LOGGERS.

B.C. Lumber Worker, Jan. 24, 1939

By FRED LUNDSTRUM

Sec., B.C. Coast District Council

January 27, 1934 saw the beginning of one of the greatest strikes ever called in the B.C. lumber industry, a strike which proved that the mettle, courage and determination of the loggers were such that it cannot be questioned. It was a struggle fought against great odds. And in spite of this the fight did not come to an end until we had gained to some considerable degree what we were out for.

In 1930 commenced the greatest slump this modern world had ever seen. Prices were cut, wages were slashed. Mass layoffs from industry was the order of the day. This was but a forerunner of what was to come in 1931. The union had but 31 members — 31 men who refused to be discouraged by the alarming turn of events in the stability of the logging industry. They went out into the camps determined to do their utmost to alleviate the working conditions and press for higher wages, which had sunk to the same level as that which existed 30 or 40 years ago.

INTOLERABLE CONDITIONS

Wages were only one factor; not only was it common for a man to work six weeks and then have to borrow money to get back to town, but while in camp, we lived under intolerable conditions.

Lamb's camp, a prototype of man, comes to mind: the bunkhouse roof so leaky it was necessary to hang up dozens of tomato cans to catch the rain which trickled through. Ironically, the super in this camp at the time boasted that a certain five mile section of grade cost only the price of board and tobacco used during construction.

These were the conditions which brought about the strike starting January 27, 1934.

A year previous the union had launched an intensive organization drive, concentrating mainly on the Bloedel outfit in the Campbell River area. All eggs, however, were not thrown into one basket; parallel with organization in Bloedel's, activity was carried on in the other major camps.

Intolerable conditions proved a good organizer; by January 1934 organization had reached such a point that the loggers were clamoring for action. During the Christmas-New Year's holidays a wage scale conference was held and a wage scale for B.C. logging camps drawn up and presented to the employers, and February 4 set as the deadline for acceptance of the award by the operators.

OPERATORS START FIRING

The operators however, speeded up action. In the hope of intimidating its crew and beheading the rising solidarity of the men, no sooner had the camps reopened after the holiday than Bloedel began mass firings.

On January 26, 1934 the axe fell on 75 men. That night meetings were called in all Bloedel camps and when the meetings ended at 4 a.m. an overwhelming decision to take immediate action had been reached, and the immediate mechanics of strike activity attended to.

And then occurred one of the most impressive and reassuring events listed in the annals of logging in B.C. Four hundred and twenty determined loggers, the full complement of the Bloedel crew, paraded to the beach and presented their demands to the general manager of Bloedel's, Mr. Smith.

* * *

E.R.T.* AND A.P.L.*

The strike was on, and through the camps, into the very heart of the boss loggers' stronghold it swept.

Forty men from the picket camp in Campbell River broke through a line of police and entered E.R.T. A squadron of police was sent in after them, but E.R.T. crew, too, were ready and anxious for action. Police were powerless to stop the meeting, and E.R.T. struck too, for a ten per cent wage increase and recognition of camp committees. Then Lambs camp and on to Port Alberni.

"Come up and see us work some time," A.P.L. operators jibed the strikers. They went up and on February 27 A.P.L., "the camp that could not be pulled," told the operators to "come up and see Camp 3 strike committee sometime."

**ERT — Elk River Timber*
**APL — Alberni Pacific Lumber Co.*

There was no doubt about it, the loggers had had their fill of intolerable conditions. Again it was proven, given a common program centered around just demands, the loggers would unite. Paul Bunyon was moving ahead, and Paul Bunyon is still in the woods of B.C. waiting to move ahead again.

SCABS AND STOOGES

Naturally, the spleen of the boss loggers and their agents and stooges was splashed on the strikers. Full page advertisements in the daily press; radio broadcasts, police spies, provocateurs and stool pigeons were dumped out of the boss loggers' garbage heap in loads.

To the demand for a half-decent wage, the boss loggers hollered "reds". For demanding camp committees that would function to cut down accidents, to see that unsanitary living conditions were cleaned up, to see that bunkhouses were made a little better than leaky cattiepens, the strikers were labelled "agitators."

To no avail. The men were determined, and the public, who had been made acquainted with the issues of the strike, were behind the loggers. Camps which were allowed to work contributed handsomely to strike relief. Vancouver city council, under Mayor Taylor, granted a tag day, and $3,800, the largest sum ever taken at a tag day in Vancouver up to that time, was collected.

Highlights Of Loggers' Strike

1—Strikers rejcct Bell plan of settlement, insisting on original terms:
(a) Higher wages; (b) better conditions; (c) right to organize.
2—Operators willing to concede wage increase, but fear "Red" control of camp committees if union is organized.
3—Strike conducted peaceably everywhere; townsfolk on Vancouver Island support men with money and gifts of food and lumber for picket shacks.
4—Men say strike will spread if demands are not met.
5—Protest meeting here last night, Tom Kelso, head of strike committee, produced evidence of bosses' "blacklist;" several victims of blacklist testified.
6—Men declare strike must be won at all costs or not a striker will ever be sure of a job in the camps again.

LOYALTY AND SOLIDARITY

The slogans, "A living wage" and "A camp committee in every camp" rang through the country, echoed and re-echoed in the magnificent display of loyalty of the loggers and impressive solidarity.

For the first time in the history of the industry in B.C., aeroplanes were brought into use to transport scabs. Attempts to set up company unions did not get to first base.

Thoroughly impressed, the boss loggers weakened and through outside influence, began whispers of negotiations.

Adam Bell, deputy minister of labor, drew up a wage scale and presented it to the strikers. It was inadequate and was rejected and the operators were notified that before any settlement would be considered it must include provisions for a camp committee.

After a time the operators met with the camp committees and negotiations were entered into on the Bell wage scale, calling for a minimum wage.

The committee refused to accept, but agreed to submit the offer to the membership.

It was here the Honorable George S. Pearson, minister of labor, showed his colors. In a tantrum he roared, "You have power in your union. You ask for public support. But we have more power and will use it to the fullest, including the press."

The Honorable George S. Pearson, minister of labor, elected to serve a constituency of basic industry. Who were "we"? The boss loggers.

BOSS SCALE REJECTED

At a meeting . . . on Sunday, March 11, a vote on the Bell proposals resulted in rejection of the scheme by a vote of 519 to 17. Returns from the camps increased the vote to reject acceptance of the scale . . .

The meeting demands a minimum wage of $3.20 per day.

From here the strike and its influence spread wider and wider.

PART TWO

Myrtle Bergren, "Tough Timber" published by Progress Books, Toronto, 1966. Excerpts from pages 45 to 52.

From here the strike and its influence spread wider and wider. Involved either in strike action or rebellion against the main Association camps were the Lake Logging Company at Lake Cowichan, not an Association member, where the $3.20.

From here the strike and its influence spread wider and wider. Involved either in strike action or rebellion against the main Association camps were the Lake Logging Co. at Lake Cowichan, . . . the J.R. Morgan Company, operating in the Queen Charlottes, . . . P.B. Anderson at Harrison Lake. The strikers remained united against all attacks, but it was the B.C. Loggers Association that found it impossible to keep its members under control.

Now the government was being pressured to bring this strike to an end . . . Business was of the opinion that the loggers were justified in their demands for higher wages.

Strike breakers were not being shipped in to the Alberni area. (For) the first time in the history of B.C. (airplanes were) used to transport scabs.

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On entry of scabs into one of the Alberni camps the strikers decided to organize a march into the Great Central camp at Port Alberni in an attempt to drive them out. A massive undertaking, it required tremendous organization to bring hundreds of strikers together from such diverse points as the Campbell River picket camp, Port Alberni, and Vancouver.

Three hundred and fifty men started out marching from Parksville across Vancouver Island to Port Alberni, by road, a distance of over fifty miles to their destination at the camp, with food, camping equipment, and a truck, in which some of them took turns riding. Led by 100 strikers from Campbell River, they left Parksville at 8:30 in the morning.

Next day when they arrived at Port Alberni they were joined by citizens. By this time there were 500 marchers, and the Great Central trek had become a front page story in every newspaper in Canada.

The objective of the trek was to harrass the scabs who were working at the camp, producing virtually nothing, but giving the operators the opportunity to say their camp was "working." There were no boats on the lake to carry the marchers in to the Great Central camp, so their route was overland. When they left Alberni, they went down Cherry Creek road, and the police barricaded the road to Great Central Lake, as if roads were going to stop these men who were themselves road-makers of history.

Their biggest obstacle was the concentration of 150 provincial police who had been brought in under the command of the chief commissioner. At Bloedel camp itself, where they were heading, it was known that there were at least two provincials for every strike-breaker.

With a minimum of equipment the marchers set up camp behind Camp 3 at Central Lake, which was their objective. From a trememdous fir tree laying in the woods they hewed the top side and made a table. They were able to keep the men supplied with food lugged in over that trail by packers, which was a feat in itself.

For 17 days they stayed there, harrassing the scabs, so that they would not get the logs out, and in this they succeeded . . . On one occassion when the strikers emerged from the bush, they saw more than the formidable detachment of police placed there by the provincial government in response to the operators' demands. On the sled of a machine was mounted a machine-gun, partially covered by canvas. The Central Strike Committee placed their protests in the newspapers.

On April 26 the decision of the government's Industrial Relations Board establishing a minimum wage of 40c an hour, or $3.20 a day in all logging camps and

sawmills was made law. It was a smashing victory for the strikers, a victory with a groundswell of political and economic significance. It meant the end of the strike, though the union held out a few days longer in an attempt to negotiate formal recognition of camp conditions.

It had been a beautiful spring. The beaches in Vancouver had been filled with sunbathers as early as April. Spring was in the air, and the men wanted to get back to work. The big sawmills were beginning to shut down for lack of logs. So on May 6 strikers at all points attended their final meetings and voted to return to work. They had not won their right to camp committees, but they had won a resounding victory for the entire lumbering industry in the middle of the depression, with wage increases amounting to as much as 10 percent.

On summing up their experience, Pete Hanson (an organizer) shakes his head. "We were desperate! You have to be desperate, to take thousands of men out on strike with only $250."

The loggers had pulled themselves up from an apparently hopeless beginning to one of the most significant victories ever to be won in the history of lumber. It had been a big, wide, popular struggle, and the loggers under the leadership of the Lumber Workers' Industrial Union had won an improtant political victory from the provincial government.

Many lessons were learned, since this was the first significant strike in the logging industry, and the first indeed that most loggers had been involved in. It was decided that one of the errors was the failure to involve the sawmills in the walkout, which could have shortened the struggle considerably. Picketing could have been improved to cope with such situations as scabs being brought in by airplane.

It was the first real test of the B.C. union struggle. From a beginning of 31 members, when the strike ended there were 3,000 members of the L.W.I.U., paying dues at 25c a month. The strike had cost an estimated $20,000 and the organization had only a few hundred dollars in unpaid bills.*

Inside of a week after the loggers went back to the camps, the logs were hitting the salt chuck, and the contest for more human conditions was resumed. The loggers went back to work with their heads high. They felt good. They felt more dignified, for the strike had raised public respect for the woodworkers to a level they had never known before.

On the whole it seemed then, and it proved through the years to be, a tremendous victory for the woodworkers — and the deepest victory of all was that it emphasized to all who thought about it, the demand and need for organization.

**The strikers were able to raise thousands of dollars from tag days held in Vancouver, and donations from camps and mills which were not out on strike. (Editor).*

Loggers Reject Bell Mediation Plan

CAMPBELL RIVER, B.C., Feb. 27—Striking loggers here issued a statement through their accredited representatives that the Bell schedule submitted on Saturday night was a basis of discussion between logging operators and employees.

They held firm, however to their original demands, producing figures to show that the Bell scheme meant $2,500 less monthly than what the strikers demanded.

At a meeting of the Campbell River Board of Trade, Monday night, Francis McCarthy, retiring secretary, stated that the demands of the men with regard to wages were susceptible of arbitration and that the men should have some responsible organization to meet the employers.

———

By BOB BOUCHETTE

(Copyright, 1934, by The Vancouver Sun)

CAMPBELL RIVER, B.C., Feb. 27 — For the last two days I have been watching the most unusual strike in the industrial history of this province. I have seen two groups of people representative of two opposed classes stand out for what they consider is their right, and yet meet one another and talk about one another without the slightest trace of bitterness. The conclusions I draw from the observations of the last two days are, briefly:

1—The striking loggers want first and foremost recognition of the right to organize and to form camp committees.

2—They feel that they are entitled to an increase in wages.

3—They want a betterment of certain conditions.

The operators—

1—Are ready to admit that the working loggers are entitled to an increase in wages.

2—Are ready to better conditions; for example, the erection of a house for drying clothes in the camps.

3—Will fight against the formation of camp committees because they are afraid that such committees will be controlled by Communistic elements.

On Saturday night in the Campbellton Community Hall, Adam Bell, Deputy Minister of Labor, met the strikers — about 400 of them attended the meeting — and submitted his recommendations for a wage scale.

In all cases the scale submitted by Bell was higher than that which obtained before the strike. Its general average was higher than the strikers' demands.

The Bell recommendations contained these significant words:

"The desirability of more effective contact between employers and employees is apparent and on resumption of operations it is recommended that the companies discuss with a fully representative

Continued on Page 31


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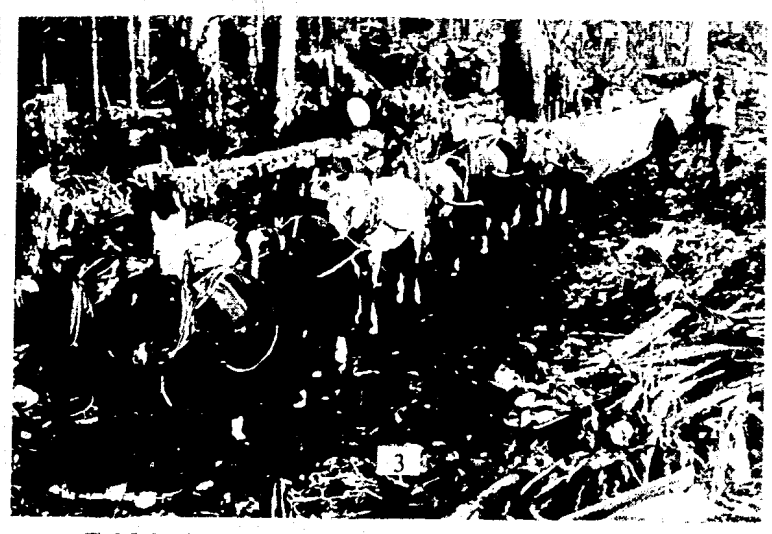
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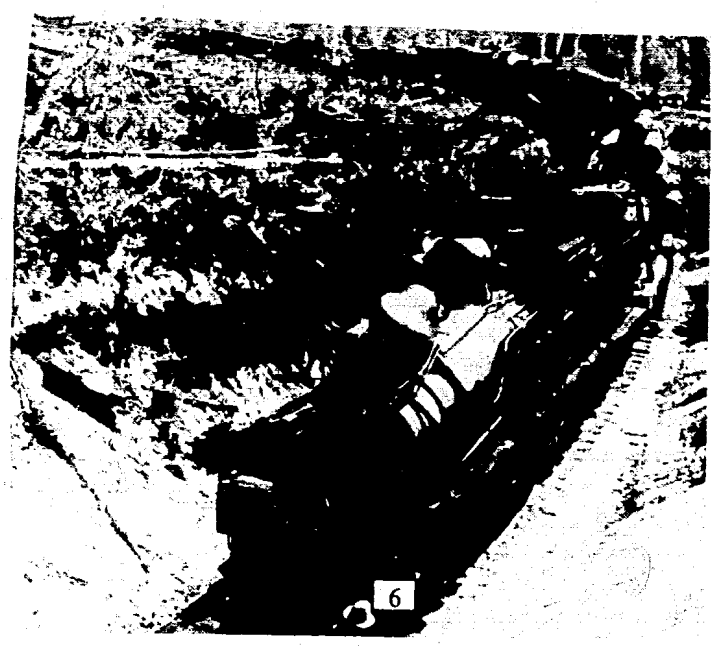
THE SHOW: Photos arranged by Clay Perry

Photo No. 1: Felling: cutting tree down; 2: Bucking: cutting tree into log lengths; 3: Yarding: 12-horse team over a skidroad leading directly to the water or to a railway; 4: Cold decking: loading logs . . .; 5: . . . onto the train; 6: Train taking logs to dump; 7: Unloading logs at dump; 8: Log boom; 9: Dragging logs from pond up jack ladder into the mill; 10: The mill.



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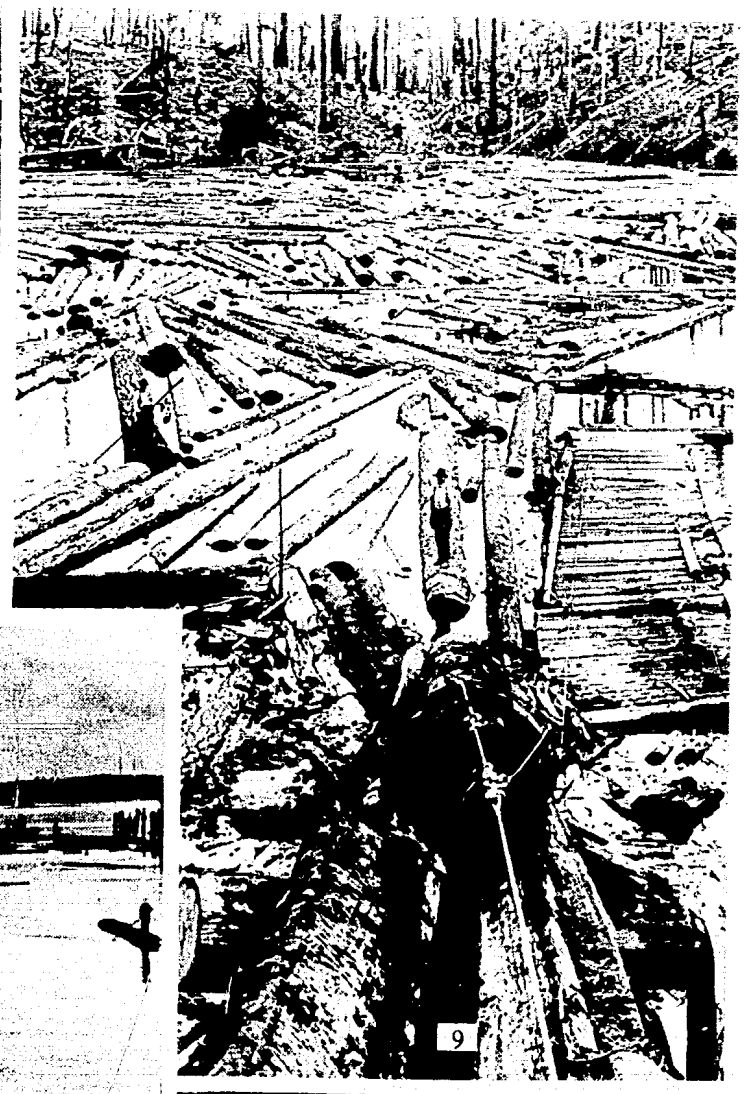

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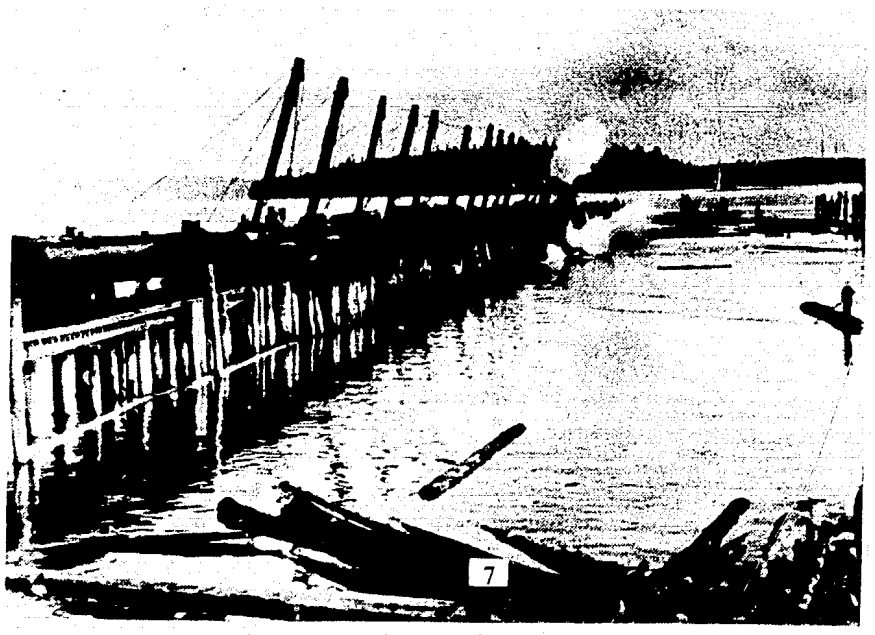

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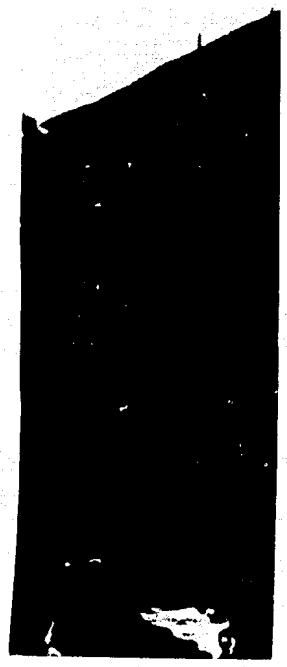

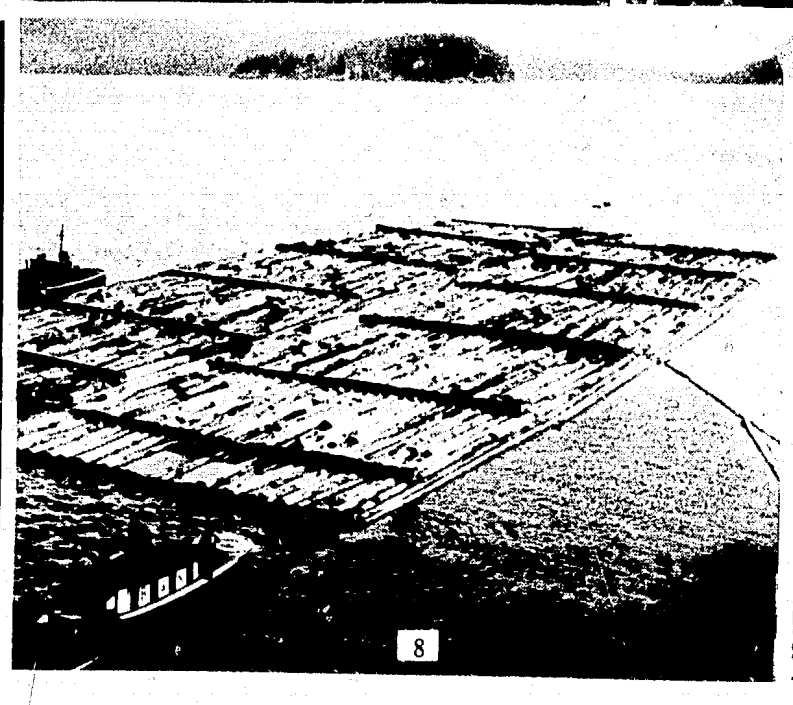

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LETTERS

Camp and Mill

"EVERY READER A CORRESPONDENT"

REPORTS

"Camp and Mill" was a section that appeared regularly in the B.C. Lumber Worker for letters received from around the province and for reports from union organizers.

Dec. 16, 1933

Dempsey's Camp,
Simoon Sound.

Fare from Vancouver to this camp is $7.50 without meals, including meals for two days it cost $10.00 for the trip from town to the camp.

Thirty-five men are employed, the accommodations poor, big holes in the bunk house floors and the roofs are leaking. The camp is on a float and there are no sidewalks. During the past seven months the same pillow cases have been on the beds without being washed, no clean sheets supplied. Although there is a laundry on the place it is not in operation.

The quality of the grub is not so bad except that it is prepared under unsanitary conditions. The bath house is fairly good, plenty of hot water furnished.

Due to the fact that the surrounding country consists of cedar swamps, the drinking water is very bad and one runs the danger of contracting cedar poisoning. To date one man has become infected from the bad water and had to go to town.

It is a fifteen minute walk from the camp to the job, which is one and the only good point about the layout.

The rigging is completely haywire, donkeys practically falling to pieces, the same applies to the lines used. Whenever a donkey breaks down, pieces for repairs are taken from other old donkeys standing around the camp idle.

The camp foreman is the boss in name only, his authority is very limited. He has no power to fire anybody, Dempsey himself looks after that end of it.

Pay day is very irregular, the men are paid only when quitting the job.

Since this was written, part of the crew has come to town (12 men) and more of them have succeeded in getting their wages up to present time. They have turned in their wage claims to a lawyer.

Dec. 16, 1933

Report from Organizers on Vancouver Island

On one of our weekly trips into Bloedel's camps two weeks ago, Roy Olson, foreman in camp #4 came along and told us to get out of the camp right away. This we refused to do. Later on, leaving the camp after we were through, Mr. Olson was standing by the telephone on the riding appearing very nervous. As soon as he spotted us coming along the track he called up the beach camp informing them that we were on our way. He then turned around and told us that we would be arrested on the way down. Upon hearing this we turned around and started to walk towards the camp, telling him that if we were to be arrested he could just as well have us arrested in the camp, informing them of our latest move. We did not, however, return all the way to the bunkhouses. As soon as we were out of his sight we stepped over onto the C.R.T.* track. Shortly afterwards we heard a speeder going at full blast into camp #4.

When walking by the police station in Campbell River the following morning, we were informed by the police that we would be arrested and charged with trespassing on our next visit to Bloedel's camps as the Bloedel, Stewart and Welch Co. had already laid a charge against us.

The boss had also made the statement that the methods used by the C.R.T. had proved effective in keeping organizers out of the camps in the past. (We may explain the C.R.T. methods referred to. You will recall at the same time of the C.R.T. strike two years ago, two of our organizers entered this company's camp in order to persuade two sets of fallers to down tools and join the rest of the strikers, which they did. After this job was accomplished our organizers were overtaken on the way down by the company's speeder loaded with Hank Phelan, the super, and half a dozen of his henchmen and only the sprinting ability of the organizers prevented them from falling into the clutches of Hank Phelan and his thugs. They were, however, hunted through the woods in snow and rain until three o'clock in the morning. Editor.)

On our next visit to the Bloedel's camps the boys told us that after the speeder with the police arrived in camp, the super, Mr. Daly, accompanied by Mr. Dawson of the Provincial Police and the bull bucker had made a thorough "manhunt" for us, going through all the bunkhouses including the cookhouse. They also made a close search underneath the bunkhouses and next day when the boys returned from work, they found that all their working class literature had been confiscated and apparently burned.

T.G. and R.McD.

*Campbell River Timber Co.

Vancouver Bay Log,
Jervis Inlet, B.C.

Editor, B.C. Lumber Worker:

Would you kindly permit a few lines from this layout, as a faller sees it.

Falling and bucking is done by contract at 50 cents a thousand, and 60 cents per thousand if you finish your quarter. The timber consists mainly of big hollow cedar, which makes it practically impossible to make wages. Besides, there is a little more in each tree than the scale slip says.

There are some gangs here that have worked nearly two weeks, and haven't even made their fare both ways yet. Anyone who has made their fare doesn't seem to stay any longer, to work for almost less than nothing, which is the opinion of all the fallers and buckers here. Practically all the gangs have asked for day wages, but without any luck. The company seems to get the timber felled just the same, as there are always some poor fellows in town who get stung on this, and then have to stay until the fare is made in order to get down from here.

The crew is quite large here, around 170 to 180 men. Board and blankets cost $1.30 per day. The board is not as bad now as it was last spring, so far there has been no one poisoned this fall. The light is not very bright in the bunkhouse as there are only two lights to each bunkhouse of eight or ten men. The bathhouse contains plenty of rusty water.

The foreman seems to be quite liberal in firing the rigging men. He stands outside the cookhouse in the morning and picks out the ones he thinks should go.

I have come to the conclusion, and I believe that everyone here agrees with me, that what is needed most is a strong organization on the job, which everyone should belong to regardless of what his job in the woods may be. In this way we will be able to stop discrimination, blacklist, piece work and get better general working conditions.

In closing, I wish to urge every union member to recruit one more member for the union, and the new ones coming in to do likewise, and we will soon have 100 per cent organization in the camps.

Fraternally yours
"Faller."

1936
Call a Halt to the Slaughter!

B.C. Lumber Worker
July 11, 1936

The first six months of 1936 behind them, the logging operators will now be taking stock, looking back over a half-year of very profitable operation and complimenting themselves for having reaped another record harvest.

We can also look back over that six-month period and take stock. But we will credit the operators with more than they will acknowledge themselves. That half-year of increased output, of intensified speed-up, claimed the lives of twenty-six loggers, added another twenty-six to the death roll of an industry that is dominated by the most cold-blooded, ruthless and profit-mad group of employers in the country.

This is an increase of six in the number of deaths over the corresponding period last year. It does not sound very much, **but the fact that the number of fatal accidents is on the increase is reason enough for alarm.** Last year's record was appalling, but at the present rate of increase, we can expect this year's roll to exceed it, not by ten or twelve, but by scores. Twenty-six men were killed this year in a shorter period of logging activities than in 1935. At the beginning of the year at least a month was clipped from the usual time that the camps operated, heavy snow and severe storms making it impossible to resume operations as soon after the holidays as is customary. Later, the strike tied up many of the major operations for a period of time. Still by the middle of the year we find a higher death toll than in the same period last year.

To say that everyone of these deaths was due to speed-up and disregard of safety regulations by the operators, would, of course, be exaggerating a little. No matter what precautions are taken there will be industrial fatalities. But no one dares deny, unless it is a boss logger, that the vast majority of these deaths could have been pevented under proper working conditions. No man can take the necessary precautions when he is compelled to work at the speed demanded of a logger today. The boss loggers and their safety committees can work twenty-four hours a day coining new safety-first slogans and drawing up new rules, but the slaughter will go on as long as the present mad rush continues.

And the operators do not want to end this mad rush. It is too profitable — a fact that is obvious if one goes to the trouble of looking up the records and compares production figures and number of men employed at present with figures for former years. Under present speed-up methods more logs can be brought out with fewer men. This smells profit, and that is what concerns a boss logger, not men's lives.

There is only one solution to the problem — organization. Until a larger number of loggers join the ranks of organized labor and demand a halt to be called to the murderous practices now in vogue in the logging industry, no effective safety measures will be enforced by either the logging operators or the government. Organization abolished the old double-deck bunks, tin plates and many other causes for complaint in the woods. The government saw no necessity for measures to improve on camp conditions until bombarded with protests from the men who were compelled to endure the conditions prevailing at that time.

If it was worth the effort to organize to get half-decent conditions in camp, to win some measure of comfort to be enjoyed when the day's work was done, surely it is worth a hundred times the effort when human lives are at stake. And it is as well to remember this — no logger today can say that he is not affected by the speed-up, that he can take care of himself. Being forever on the alert is no insurance against sudden death in the woods today. So it behooves every logger to get into the fight to establish the union and union safety committees in the woods.

That grim list of dead should act as a goad to spur us on to greater efforts in building the union, the one force that can curb the operators' criminal disregard of human life.

1937

Victims of the Speed-up

B.C. Lumber Worker,
Jan. 19, 1938

Below we give a list of fatal accidents in B.C. logging camps between January 1, and December 31, 1937. Listed are 58 names.

Besides these 58 are two more to be added to the list of which we have no particulars at this writing. In recent issues we state 62 as the fatality list for 1937. In checking up we find that two of these were killed in 1936, though the report did not come in until 1937.

Jens Tolver, killed at Thomsen & Clark's, Bowser, B.C. was not killed during working hours, though he was killed on the company's track, when he, along with others, were coming out of camp at night. His death claim was disallowed by the Compensation Board.

In summary, as near as we can check at this time with the proper departments, the fatality list for 1937, including Jens Tolver, stands at 60.

Allan Owston — Chokerman at B & K Log was instantly killed on January 9 when hit by a falling snag.

Joe Ozanich — Age 31, faller at Vancouver Bay Log, died January 19 when he was struck on the head by a falling limb.

Jack Laukkonen — Age 39, faller at Rounds & Burchette, instantly killed March 3 when struck by the top of a tree.

Eskil Johnson — Age 32, faller at Merril-Ring Log Camp, died March 22 from injuries received when hit by a falling snag.

John Davis Griffith — Age 25, logger at Charles Newcome Log, was instantly killed March 22 when struck by a falling tree.

George Moffatt — Age 70, faller at Mission, was instantly killed March 29 when struck by a falling tree.

Ernest Wedge — Age 21, chokerman at Campbell River Timber, was killed almost instantly April 24 when struck by a falling snag.

Matt Pesut — Chokerman at Pacific Log (Camp 1) was killed May 7.

Oscar Haggblad — Age 40, bucker at Lake Logging Co. was killed May 17 when struck on the head by a falling limb.

Yong Chuh — Bucker at Buck & Turner Log Co. died May 17 en route to hospital from injuries received.

O. Henrickson — Spry's Camp, died May 27 from injuries received when hit on the head by a falling axe.

Morikisha Kishima — Age 47, bucker at May Bros. Co. was killed almost instantly May 31 when a log rolled over him crushing him badly.

Mew Chem — Age 45, head faller at George Lock Operations, died June 7 as result of being struck on the head by a falling limb.

Sam Chong — Logger at Wellburn Timbers Ltd, was crushed by a log on June 9 and died on June 10 at Duncan Hospital.

Sukichi Inouye — Faller at Hillcrest Lumber Co., was instantly killed when struck by a snag.

Fred Scarf — Age 36, rigging slinger at Merrill-Ring-Wilson, died June 22 immediately when crushed between two logs.

Carl Johnson — Age 47, high rigger at Kelley Log, was instantly killed on June 17 when he fell 130 feet from a tree.

Alfred Hunger — Chaser at Albert Moore's Camp, was drowned in the latter part of May when he slipped from a stiff-leg.

Reuben Harry Rhodes — Age 16, Langley Prairie, died June 28 from injuries received the previous day when struck in the stomach by a log.

Soo Hall — Age 48, faller at Buck and Turner Log, was instantly killed on July 17 when struck on the head by a falling snag.

Kost Boyk — Died when crushed by a log he was bucking on July 16 while employed at Lake Logging Co.

Alexander McNeil Richardson — Age 29, leverman at Camp 6, Youbou, died on July 12 when a log dropped from released tongs crushing him.

Lorge E. Wieland — Age 54, second faller at Gildersleve Log, died at Brunswick Cannery Hospital, July 12, as a result of injuries received when he catapulted off his spring board which kicked back when the tree was falling.

Johnson — Logger, killed at Parker Log, Palmer Bay, on July 17. No details.

John Doris — Age 40, employed at Campbell River Timber, died from injuries received on July 19 as a result of an accident in the logging camp railway.

Cecil Ward — Age 47, killed July 24 at Rock Bay Camp of Merril-Ring-Wilson.

Ewald Friske — Killed July 19 at Sanderson's Log. No details.

Marcel Bernard — Chaser at C.R.T. killed

July 25 when hit by a line and knocked into the water.

Charles Ludwickson — Faller at Lake Log Co. No details.

George Jamieson — Killed at Belize Log, August 16, when hit by a windfall.

Neil Martinson — Age 39, bucker at Youbou, killed on Aug. 5. No details.

Rene Pepin — Age 27, hook on man at Nitinat Log Co., was killed on August 12 when struck by a log being loaded.

James Kerrigan — Age 36, chaser at Nitinat Log Co., died August 12 when struck by a log being loaded.

George Roman — Chaser at Lam Lumber Co., was drowned August 23.

George Revetich — Age 27, killed instantly August 25 at Elk River Timber, when hit on the head with a choker hook.

W. Sullivan — Killed in camp in vicinity of Victoria. No details.

Frank Arthur Drenke — Age 23, killed September 2, when crushed by a log at Kline Log Co. on Texada Island.

Jas. S. Gillis — Age 43, was killed September 7 at J.L. Brown Log, when pinned under a log.

Algred Hacuni — Faller at Camp 6, Youbou, killed September 4. No details.

D. Noble — Killed in a camp near Ocean Falls. No details.

Rowe — Age 23, killed at C.R.T. on September 10 when hit around the neck by a choker.

John Anderson — Leverman, drowned at Camp 6, Youbou on Sept. 11.

H. Nakoma — Killed at Fanny Bay. No details.

William Stanley Crocker — Age 46, Killed at Spicer's Camp on Oct. 1, it is thought that he fell from a stump or log, breaking his neck.

R. Roday — Killed in Campbell River area. No details.

Jens Tolver — Killed October 9 at Bowser B.C. at Thompson & Clarke, when an axle on the speeder broke causing it to jump the track.

Murdoch McAllister — Killed October 26 at Larson, McLaughlin & Parney Camp. No details.

Geoffrey Saunders — Killed instantly on October 28 at H.R. McMillan Co. Mt. Prevost, by a falling snag.

W. Doduchuk — Bucker, killed at Spry's Camp, October 30, no details.

John Mercier — Age 29, killed November 3 at little & Sons, Granite Bay, when hit by a sapling.

Peter Yelton — Age 30, instantly killed November 11 at Campbell River Timber Co. when his head was crushed between two logs.

Oho Wai — Logger, killed November 10 at Buck and Turner, Mt. Benson, near Nanaimo, when hit on the head with a snag.

John Nummy — Age 29, signal man, died in Kings Daughters' Hospital, Duncan, November 12 from injuries received when hit with a sapling at Camp 8, V.H.M. Co. Cowichan Lake.

Morishigi Ushida — Faller, killed November 4 when he was buried beneath a load of logs when a logging truck he was riding left the road. Employed at Export Log Co. Port Alberni.

H. Massey — No details.

Wm. Chapman — Killed on or about . . .

1979

In 1979 fifty-nine people lost their lives in the logging industry in British Columbia.

Death of a Young Logger

Sunshine Coast News, October 9, 1979,
Gibsons, B.C.

By JOHN BURNSIDE

A former teaching colleague took me to task the other day about a series of articles I wrote about drop-outs in the school system. "A lot of the kids that leave school do so because they know exactly what they want to do," he said. "They want to be loggers, or fishermen, or boommen and as such they form the backbone of this economy."

It was a point well taken and I was mulling it over when I heard the news of the death of 23-year-old Rick Jacobson at Clowhom Logging Camp last week. Rick was such a young man. He left school because he knew he wanted to go logging.

Teachers associated with him like George Matthews and Geoffrey Madoc-Jones thought highly of him. "He was a good kid," said Matthews, "hardworking and pleasant and straightforward." Madoc-Jones remembers the positive high-spirited energy of Rick. "He was tremendously full of life and responded very positively to friendly treatment."

Rick was the youngest faller at Weldwood's Clowhom Camp. Camp manager John Hindson said that an on-the-spot investigation by the other fallers in camp concluded that there had been no mistake made by Rick in the accident that took his life.

"There was only one way to approach the tree that Rick was falling," said Hindson, "and Rick had approached it that way." Hindson said that a 'widow-maker', and eighteen foot branch already broken on the tree behind the one that Rick was falling with another faller at the time of the accident.

It is easy to forget, as was pointed out to me, that the economic activity of this province is supported in large measure by the efforts of young men in high risk occupations. Rick Jacobson was such a young man and the staff of the Coast News would like to express their sympathy to his family and friends.

THE BLUBBER BAY STRIKE

By GRANT MacNEIL

From "The IWA in British Columbia" (Vancouver, B.C.: Regional Council No. 1, IWA 1971)

The Blubber Bay strike 1938-39 was the first and most bitter strike fought by the newly-formed IWA. With the possible exception of the Nanaimo miners' strike of 1912, it was a fight waged against the most brutal police and company tyranny known in British Columbia. It stirred the whole trade union movement into action and roused public opinion to the need for legislative protection of legitimate trade union activity.

The quarry workers of Blubber Bay had been organized 100 per cent by the Lumber and Sawmill Workers Union. Later they affiliated with the IWA as Local 163.

In July, 1937, the Pacific Lime Co. refused to negotiate with the employees, who had a long list of outstanding grievances, many of which concerned the needless and extreme hazards of the job. One hundred and fifty employees struck in July, 1937, whereupon the Company attempted to organize a company union of scabs. The Manager claimed that both the AFL and the CIO were Communist-led. The fact was that the plant had been fully organized on an industrial union basis. The Vancouver Sun described the strike as a fight between the AFL and the CIO. Shipments from Blubber Bay were boycotted by the Maritime Federation.

The first strike at Blubber Bay ended when the Company agreed, under pressure of the boycott, to parley and promised the workers a 3½-cent an hour wage increase. This brought their pay to 50 cents an hour, with 75 cents an hour for overtime. Union members were forbidden to affiliate with any outside union. Like other agreements of that day, its terms were vague and 80 men remained unemployed. Both white and Chinese workers stood shoulder to shoulder against all forms of racial discrimination practised by the Company. Finally company "stooges" were used to undermine the Local's solidarity. The company union was defeated and the "finks" were ousted. In February, 1938, the workers requested a Conciliation Board under the new Industrial Conciliation and Arbitration Act but the Company ignored all the legalities. It took a five-day strike, March 1938, after the employees voted 87-30, to bring the Company to the bargaining table. Mr. Justice MacIntosh was named chairman of an Arbitration Board. Harold Winch, MLA, undertook the presentation of the Union's case. The award did not approve collective bargaining, but proposed that company-controlled committees be set up. A wage rate of 75 cents an hour was recommended, with time and one half for overtime. The employees rejected the award as not offering a genuine union agreement. In any event, the Company refused to accept the award, and a strike was called on June 2. 1938.

The situation quickly deteriorated into one of violence. Terrorist tactics were employed by Company officials and their goons, dressed up in Provincial Police uniforms. The Chinese workers were evicted from their quarters under threat of clubs and tear gas. All white workers were evicted from company-owned houses, and in many instances their personal belongings disappeared.

All the IWA could do was establish a militant picket line on the Blubber Bay docks, reinforced by IWA members from Vancouver and the Pulp and Sulphite workers from Powell River, across the strait. Trade unionists everywhere scoured the countryside for food to sustain the strikers who were scattered through small outlying communities.

Blubber Bay was under a police dictatorship. Colin Cameron, CCF—MLA, was held in police custody because he protested on behalf of the Chinese workers whose plight was pitiful. Grant MacNeil, a CCF member of the House of Commons, was not allowed to

Whites And Orientals Are Solid

Company Attempt To Split Ranks by Offering Company Union Fails

BOYCOTT THREATENED

Met with a flat refusal of the Pacific Lime Company to enter negotiations either with a committee of the union delegates or a committee of the employees, the 150 employees, white and Oriental, walked out solid Friday, July 23. Tents to house the employees on nearby property have been set up, and the machinery set in motion to force the company to open negotiations.

Attempts have been made by the company to start a company union, but following a meeting, at which the manager of the company put up an impassioned appeal to the men to have nothing to do with the A.F.ofL. or C.I.O., both of which, according to the manager, were 'Communist'-controlled, the men voted unanimously to back up their ultimatum of a week previous, to strike on the 23rd if the company refused to open negotiations.

The plant is organized 100 per cent in the Lumber and Sawmill Workers Union. The plant is organized on an industrial basis, taking in lumber workers, longshoremen and quarry workers.

B.C. Lumber Worker, July 28, 1937.

move in the area, to the post office, to the telegraph office or to the phone without a police escort of two acting as a Gestapo for one of the "dangerous reds."

As the eleven-month strike proceeded, time and again the strikers and their families were ambushed and stoned by either the scabs imported from Vancouver, or the police.

The men on the picket line on the docks contrived some clever parodies of popular songs with which they taunted the police stationed in the vicinity. Finally, the police lost patience and pickets were singled out and arrested. The gaps were quickly filled by the Union from Vancouver. Singing rude songs was the worst offence on a well-disciplined picket line, whose members had to use rowboats from adjacent points on the island to take their stations.

One of the strikers, Bob Gardner, was arrested on a flimsy charge at 3 a.m. when roused from sleep, over the protests of his wife, who extracted from the police officers the promise that Bob would be fairly treated. He was taken to the temporary police station and so cruelly beaten by a Constable Williamson that on the following day he was hospitalized in Powell River. While still weak from his injuries, he was sentenced to four months in Oakalla. When he was serving his sentence, the Union discovered that he was seriously ill, and induced the authorities to place him in the General Hospital under police custody. Some time later he died in Nanaimo as a result — the first IWA labour martyr.

The Union brought Williamson to trial, and with ironclad evidence, saw him sentenced to six months for his brutal asault on Bob Gardner. Twenty-seven other members of the police and scabs were brought to trial by the Union, but were acquitted on questionable evidence. Fifteen strikers were charged with rioting and unlawful assembly and were given a total of 49 months in Oakalla.

The strikers were charged and found guilty in the Vancouver Assizes. Under the section of the Criminal Code dealing with unlawful assembly, it was only necessary to prove that three or more persons had caused fear in the minds of those in the vicinity. A row of company houses, occupied by scabs and their wives, overlooked the docks where the pickets were stationed. In court, these wives quite readily testified that they were scared by the singing on the picket line, and on this evidence men went to jail.

Colin Cameron returned to the Legislature to assail Attorney-General Gordon Wismer for the illegal brutality of police tactics. Grant MacNeil reported the true facts of the strike to the House of Commons, and also moved an amendment to the Criminal Code which would prevent the use of the "unlawful assembly" section of the Criminal Code to break strikes. The Bill, which won some support from lawyers in the House, was "talked out" by the Hon. Mr. LaPointe, then Minister of Justice, who promised that its obvious injustice would be corrected. But the section of the Code still stands.

Logging camp, men's bunkhouses

The following is another view of the Blubber Bay strike, written shortly after the employees at Pacific Line Co. went back to work, this account was published in the B.C. Lumber Worker on Dec. 4, 1938.

"BLUBBER BAY . . . A RESUME"

By JACK HOLE
Secretary Local 1-163, I.W.A., Blubber Bay, Vice-President B.C. Coast District Council.

Jack Hole's leadership of the year-old local has marked him for special vindictiveness of company officials and police. Twice arrested on trumped-up charges, he is for the second time in a month facing trial for unlawful assembly.

Arrests of strikers is nothing unusual in the history of labor struggles in British Columbia. In an industrial province as is this, with concentration of wealth in such industries as lumbering, mining, and shipping, and the government departments under the thumb of the industrial magnates, it is no surprise that the powerful employers should completely tread under foot the rights of labor, and that the labor department of the government, the police, and even the judiciary should be warped into service for the magnates. A number, approximately one-half the Blubber Bay strikers, have been arrested, and have been either sentenced or committed for trial on perjured evidence of police, scabs and company officials. A mass of affidavits have been secured charging irregularities of police, company officials, and even of the magistracy, enmeshed in a net of irregularities and illegalities spread in the service of the Pacific Lime Co., in their illegal attempt to crush trade unionism.

Nor is even the premier of this province, the Honorable T. D. Pattullo, clear of this net. Though the Attorney-General, Gordon S. Wismer, after perusal of a host of affidavits charging police malpractices, ordered an investigation into the matter, the Honorable T. D. Pattullo overruled him. At a public meeting in Powell River, Colin Cameron suggested that Pattullo's veto of the order of the Attorney-General was as a result of representations made by Mel Bryan, Liberal M.L.A., and Sergeant Sutherland of the Provincial Police, both of whom have been exposed as using their positions to assist the Pacific Lime Co. to crush the strike.

In spite of all this, the Blubber Bay strikers have successfully maintained their ranks and have driven the Pacific Lime Co. and all their apologists and the Minister of Labor to resort to misleading press statements in order to justify their false position. Consequently, to the man on the street the issue at Blubber Bay has been confused beyond recognition; therefore, we do not think it will be remiss at this time to again review the history of the Blubber Bay strike.

* * *

The Pacific Lime Co. has been in operation at Blubber Bay for approximately 30 years, engaged in the manufacture of lime and subsidiary products. They operate also a lumber mill with a daily capacity of about 40,000 feet.

Ninety-three percent of its 10,000 shares of common stock is owned in the United States, of which 7,462 shares are owned by the Niagara Alkali Co. of New York. Through the maze of capital entanglements, the Pacific Lime Co. and the Kingsley Navigation Co. are synonymous.

The first labor dispute to occur in the plant was in 1924, a strike of about two weeks. The next dispute, the culmination of a year or so of mismanagement and discrimination, was in July last year, a strike of some six weeks, which resulted in an agreement with the employees.

It can be said that the present dispute is a continuation of the ceaseless campaign of intimidation and discrimination practised by the company, ever since the new management took office in 1936, following the death of Mr. Mather, former manager. The appointment of Mr. Maw to the position of general manager, and the catapulting into influence of Mr. Peele and Mr. Jones, was the signal for disruption in peaceful relations at Blubber Bay.

* * *

Reacting to a series of wage cuts and worsening of conditions, the employees organized in the midsummer of 1937, later being forced to strike to reach an agreement with the company. After six weeks of strike an agreement was reached which, though it did not provide for any big increase in wages or radical changes in conditions, did provide those elementary rights which the company had abused in the last two years. The agreement recognized a committee of the men elected by the majority of employees, as the spokesmen for the men; it provided that no man be discriminated against for belonging to a union; it provided that no new men be taken on ahead of original efficient employees, and that work such as boat-loading be equally distributed amongst available employees.

The wage increase amounted to a paltry three cents per hour across the board, with a 20 to 30 cents per hour increase for longshore work, bringing the latter up to 50-75 cents which is only about half the rate paid for similar work in all ports on the Pacific Coast, both in B.C. and in the States to the south. Even with the "remarkable" three cent wage increase in the quarry, wages did not average more than 40 cents per hour, which is at least ten cents per hour less than the average paid in the other quarries in Texada Island, namely Beale's and the B.C. Cement.

So it can be readily seen that the fight of the men for an agreement was for an agreement that would stop the continual forages of Maw, Peele and their equally domineering lesser satellites upon their elementary rights.

No sooner had the ink dried on the agreement, however, then the company began their dirty work

again. First this man and then that, who had been active in building the union was picked out for discrimination. Then, instead of longshore work being distributed, the company confined this work within a small number of employees. Briefly, every method of sniping which the company could practice was indulged in, designed to cause ill-feeling and disruption amongst the men.

The operations in Blubber Bay are more or less seasonal. Production of lime during the winter months is curtailed 50 percent or more, and during the slack period many of the employees are dependent upon the extra work, such as boat-loading, cleaning up, etc. to tide them over the winter. It had always been the custom of the company to give the extra work to the men whose regular work was off because of the seasonal curtailment, and the clause providing for continuation of this practice was included in the agreement as a matter of form. It had also been the custom of the company to replace their original employees on their regular jobs as operations opened up in the spring. Because of this the company had maintained its employees on the payroll up to 20 years; at the beginning of this year 10 percent of the employees had been with the company for more than fifteen years; 80 percent had been employed more than five years, and of the remaining ten percent less than half a dozen had been employed less than a year.

* * *

However, with the opening of full operations last spring, instead of the company pursuing the policy it had pursued for years, the management brought in new men to take the jobs of the old employees. When the committee which was recognized by the company in the agreement signed last August, attempted to take up this matter with the employers, they were told that the company did not intend to do business with them any longer. The committee was told that the men who had been idle during the winter would not be rehired, but that in future, as the full opening of the plant proceeded, the required men would be brought in from Vancouver.

Bear in mind the agreement was made in August and was for one year's duration, yet before it was six months old the company completely repudiated it.

With the enactment of the Industrial Conciliation and Arbitration Act in December, 1937, the employees asked the provisions of the Act be invoked to stop the continual sniping by the company. On January 29, conciliator McGeough was sent in, and under his supervision an election was held and the original committee was upheld 87 to 30. Commissioner McGeough found the men justified in their claims, and was successful in persuading the company to live up to the agreement.

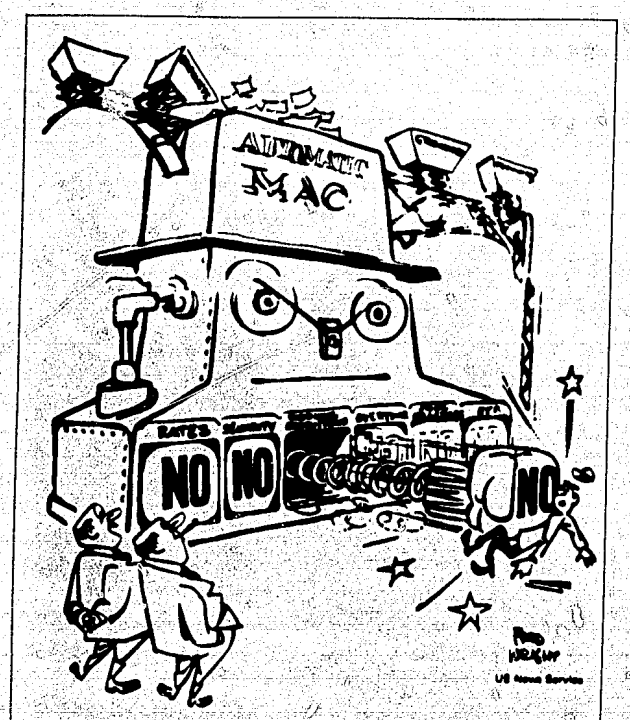
No sooner had Mr. McGeough turned his back, however, than the company again began sniping. A conciliator was called in again, and then the third time, and each time endorsed the claims of the men, but each time, though "repenting" and agreeing to abide by the agreement in the presence of the conciliator, immediately Mr. McGeough turned his back the company again resorted to discrimination.

Finally an arbitration board was applied for and it was during the period awaiting the setting up of the board that the company pulled its crowning act. Nine old-time employees were fired and their places filled with new men. The new men were relief recipients, and were recruited from neighboring municipalities by provincial police officers. We have some ten affidavits on hand from men who were signed by Sergeant Sutherland and Constable Sweeney of the Provincial Police, to work at Blubber Bay at this time. Some of the affidavits say that the men approached refused to go to work at Blubber Bay while the dispute was on, and that they were subsequently cut off relief.

* * *

Already 23 employees with an honorable record for efficiency, men who had been in the employ of the company up to 15 years were denied employment because of their membership in the union. Now the company added nine more to this number. Of these nine men one had been in the employ of the company four years, one for twelve years, one for 17 years, three for twenty years, one for 21 years, one for 27, and one for 29 years. They were fired for no other reason than for their membership in the union, and provincial police officers had been used by the company to intimidate unemployed of the district to take their places; also this latest provocation had come after the men had applied for an arbitration board and while a board was being set up, which is in itself a direct violation of the act.

Exasperated, the men struck work. Minister of Labor Pearson personally intervened and with the threat of taking proceedings against the company, had the nine men reinstated. With this accomplished, and the assurance by the company that negotiations for an agreement would be entered into, the men returned to work after a strike of three days.



" See how well our automatic grievance machinery works! "

Continued on Page 30

Continued from Page 29

Negotiations were opened and both the company and the men submitted proposals for an agreement. Negotiations proceeded to a deadlock and on May 7 an arbitration board was set up under the chairmanship of Judge McIntosh, with Frank Leigh, a member of the union, representing the men, and R.D. Williams, shipping agent and ex-president of the Shipping Federation, representing the company. Nine points of dispute were submitted to the board and after nearly a week of sessions the board brought down a unanimous award.

The award was accepted by the company, but Clauses 1 and 2, which provided for a negotiations committee and a grievance committee composed equally of union men and scabs, with the company representative holding the balance of power, were rejected by the men. Obviously these clauses were a direct denial of collective bargaining, and were contrary to the provisions of Bill 94, which provided as follows:

Clause 5.—It shall be lawful for employees to bargain collectively with their employers and to conduct such bargaining through representatives of employees duly elected by a majority vote of the employees affected, and any employers or employees refusing so to bargain shall be liable to a fine not exceeding five hundred dollars for each offence.

* * *

Mr. Pearson was contacted by phone personally by Harold Winch, spokesman for the men, and Mr. Pearson replied that the two clauses could only remain if both sides agreed, but if either party objected, then Clause 5 of the act would automatically apply. Mr. Pearson then asked Judge McIntosh to proceed to Blubber Bay and endeavor to straighten the matter out.

Judge McIntosh met with Mr. Bird, attorney, representing the Pacific Lime Company, and Jack Hole, secretary of the union, representing the men. Early in the meeting the matter of selection of committees was settled; Clauses 1 and 2 of the award were struck out, and the company agreed to recognize a committee elected by a majority of the employees, in accordance with Clause 5 of the I.C.A. Act.

This matter disposed of, the award was accepted by both the men and the company, but when it came to working out a plan for the reinstatement of the 23 blacklisted men, the company crossed up. Sure they would employ the 23 men, sometime, maybe, but they flatly refused to enter into any undertaking that would assure reinstatement of the men within a reasonable period. The company protested that they must protect their loyal employees, meaning the men they had brought in within the last few weeks to replace the union men. To this Judge McIntosh replied, "Go down to the mill in the morning and fire the new men and replace them with all the men who were on the payroll of July 23, 1937, if they are available."

Still the company refused to reinstate the discriminated men, and having no other alternative, the men struck work June 2.

* * *

From the inception of the dispute the men have exhausted every means to bring about an amicable settlement. At no time have the men refused to enter into negotiations; they have consistently made it clear that

"Early bunkhouse. Men standing in line waiting for shave."

they are ready to return to work under the terms of the award of the Arbitration Board. The fact that the employees have been with the company up to 30 years should be sufficient proof of their efficiency.

But the Pacific Lime Company, puppet of the Industrial Association and of the Shipping Federation of B.C., has thumbed its nose at the laws of this province, and to the shame of the people of B.C. have co-opted the powers-that-be in their service.

On July 20, Provincial Police and company officials provoked a riot on the dock at Blubber Bay, and men were convicted and jailed on evidence of the provocateurs. On September 17 another attack was made on the pickets.

Unquestionably pre-arranged and well rehearsed, provincial police charged the picket line with gas and clubs and on the pretence of clearing the dock, drove the dazed strikers into a volley of stones and clubs between two rows of scabs lined up on either side of the road to ambush them. Police blocked the retreat of the strikers, clubbing all who turned to escape the ambush and played their flashlights on to the dazed pickets to assist the scabs. Passengers on the S.S. Chelohsin, which was at the dock at the time, and strikers, charge both police and scabs with being crazed with liquor. Cases of liquor had gone into the company compounds a day or so before.

Loggers Reject Bell Mediation Plan

Continued from Page 17

assembly of their employees the question of devising the most effective means of ensuring better relationship in this regard."

This the loggers take to be an admission of approval of their demands for a camp committee.

NO DISCRIMINATION

Bell also recommended:

1.—That no discrimination be shown employees who had taken part in the strike or had organized it;

2.—That Sunday work was against the law and should therefore not be tolerated except in cases of emergency.

3.—That the companies should exercise no control over the purchasing of commissary by their employees.

Bell was given an attentive hearing. There was not a single interruption.

The impression among the men — I gather this both from their attitude at the meeting and conversations with them afterwards — was that Bell was being manifestly fair.

Some thought that he was being inspired by the boss loggers, but those holding that view were a small minority.

It must be borne in mind, however, that the loggers as a whole are suspicious of Bell's motives.

They ask: 'Why didn't the government interest itself in us before this strike?" Mr. Bell's recommendations constitute an admission by the government that we are being underpaid, that we should be given the right to organize. Why was this not dealt with before? Why should the government think about us only when we start some trouble?"

On Sunday afternoon there was a meeting at the Picket camp. They resolved to stick to their original demands; the resolution being carried unanimously.

Their reason for refusing to consider the Bell proposals, evenas a basis of discussion, was that the common labor would benefit little even though the scale as a whole was higher than the strike demand.

DOUBTFUL UNANIMITY

I doubted that the resolution, even though carried unanimously, reflected the real opinion of those at the meeting. I visited every tent and cabin in the camp and asked each man individually whether he thought that the Bell recommendations could be used as a basis of discussion.

Half of them thought that it could be used as a start in meeting the operators. About 30 per cent either did not wish to express opinion at all and the remaining 20 per cent was opposed to any discussion at all with the Bell proposition as a basis of argument.

The strikers here are causing no trouble whatsoever and are running their camp with a regard to drinking that is even stricter than might obtain in the army.

The community here seems solid in the view that the men should obtain an increase. Many local citizens are helping in contributions to the strike fund.

Stanley J. Isaacs, for example, proprietor of the Willows Hotel, supplied them lumber for their picket camp and yesterday he sent out 35 pies — baked by Mrs. Isaacs.

Isaacs' action is typical of the feeling of the business men in general.

The men of the Campbell River Timber Company — not on strike — voted one day's pay a monthto the strikers. This means more than $700.

A large operator of this district told me he would be ready to meet the men's demands but he was afraid of the control of committees by subversive elements. His opinion seems to be representative of the logging operators.

Oriental Workers In B.C. Sawmills

From "The B.C. Lumber Worker," Western Organ of the L. W.I.U., Vol. 3, No. 8, Friday, Dec. 16, 1933.

A great deal is heard about Oriental labor in the B.C. lumber industry. We are told that the cause of the low wages is Oriental labor. The reason that we can't organize is because of the Orientals. The Orientals force down wages with their lower standard of living and all such tripe as this brought up for an excuse to explain the reason for the terrible conditions which face workers in this industry.

If these things were facts then conditions in Eastern Canada, where there is no Oriental labor, would be ideal. Conditions of the workers in England would be perfect. And only in B.C. would we face starvation by slow degrees. (And this is no dream. A man in one of the False Creek mills told the writer with tears in his eyes that he could not stand up to the pace demanded; that he was lucky if he saw meat once a week and he did not get the nourishment required for such heavy work.)

The questions we must ask are: "Are conditions in Eastern Canada better than here?" NO! They are not! Read abut the wages and conditions of work in Stratford, Ontario as related to the "Worker" correspondent. Are the workers in England in any degree better off than those in B.C. where we have Orientals? No! They too have been hit by the crisis, low wages and unemployment.

Is the standard of living of the Orientals so much below that of the whites? R. L. Olson of the University of Washington reported in August 1924 in the Survey of Race Relations (Leland Stanford University) that there were 1500 Japanese employed in 27 mills in Washington State. His report is as follows:

"As for standard of living of the Orientals, my observations have been that of the 37 Japanese camps visited, only in three or four has their standard of living been markedly below that of the whites in the same camp. It is quite extraordinary the way conditions among the whites are reflected among the Japanese. If the white camp is shabby and unkempt the Japanese camp is almost sure to present a similar appearance. If the buildings are neat, painted and well-kept, the Japanese houses will compare favourably with them."

To say that the Orientals won't organize is slander against the splendid fighting record of these workers. Any one who knows the history of the strikes in the lumber industry knows that they will and further will stick to the last man. It may be of interest to recall an instance in the Hammond Shingle Mill in 1924. The Chinese shingle sawyers went on strike because the foreman (Clarence Laycock) fired one of their number. "Oh," he said, "I will soon get some more men. There are plenty of Chinese shingle sawyers."

Yes, there were plenty of Chinese shingle sawyers, but not for Hammond. Not one would go out and scab on his fellow workers. So poor Mr. Laycock had to climb down and take the man back. And this was in 1924, when the average white man thought he had the world by the coat-tails on a down-hill pull and would laugh at the suggestion of organization.

In the Alberta Lumber Co. plant the workers made an attempt, some time ago, to prevent the ever-recurring wage-cuts. One Japanese worker acted as spokesman for his countrymen. Previously it had been agreed to stick together and fight discrimination. The tactic of the boss on this occasion was to close the plant and pay everybody off. About ten days later when operations were resumed, only certain men were re-employed and any who had taken part in the delegation were not re-hired including this Japanese worker. Finally, when the danger was considered past he was allowed to go back to work. He feels now that the white workers didn't play fair by going back to work without those who acted as their spokesman. He is correct. He claims that the white men have not enough sense to stand solid. So now we have the shoe on the other foot.

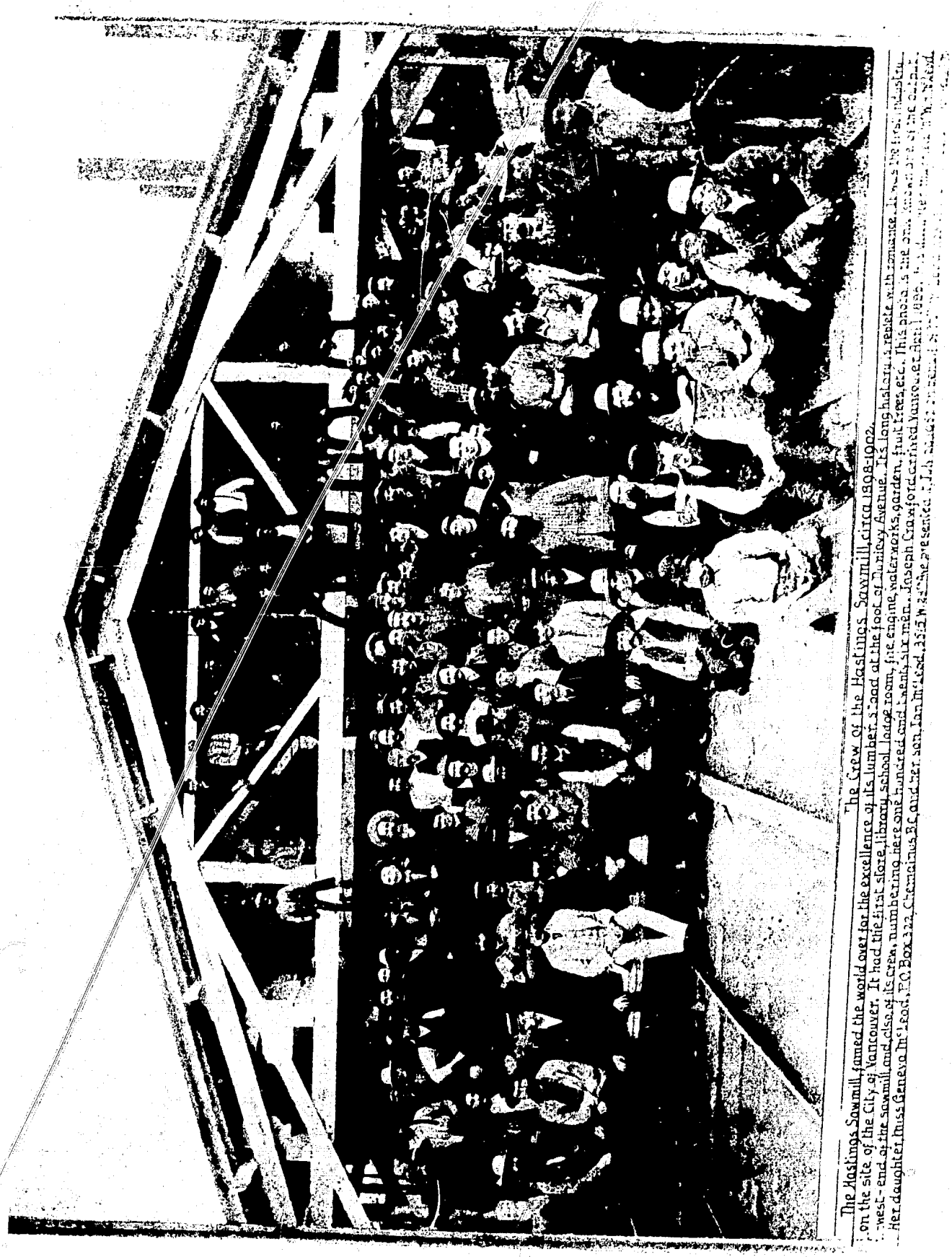
In the planing mill of this same plant the planer feeders were told that if they did not take a pay cut they would be replaced with Japanese. They took the cut and were ready to "take it out of the hides of the Japanese," who, they said, "make it impossible for a white man to live in his own country." In this particular plant there is almost every nationality you would like to mention. This condition is not the result of change, but is part of the well considered policy of the management, who use this means of carrying out their wage-cutting policy. The Japanese are told that if they do not work for such wages they will be fired and replaced by white men. The white men are told they will be replaced by Orientals. The story is spread around that it is useless to try and organize such a mixture of races. All the workers of different races snarling and distrustful of one another, each race used as a stick to prod the other, and as the dog prodded by the stick bites the stick, so they go after each other, never seeming to see that it is the man who wields the stick who hurts the dog. What a happy hunting ground for the greedy lumber barons! It is old Chris MacRae with his greed, his never-ceasing lust for profit who is the real tormentor.

If men can't live on 15c an hour, that's unfortunate; but he's not running any charity bazaar or philanthropic organization. If men can be fooled or forced to work for 15c an hour — 15c it is!

When it is realized that whether we be white or black, yellow or red, we have a common goal, then we will be on the threshold of a new day.

FORWARD FOR A UNITED WORKING CLASS!

"A Saw-Mill Worker"



The Hastings Sawmill, famed the world over for the excellence of its lumber, stood at the foot of Dunlevy Avenue. Its long balcony on the site of the City of Vancouver. It had the first store, library, school, lodge room, fire engine, water works, garden, fruit trees, etc. west-end of the sawmill and also of its crew, numbering here one hundred and twenty-six men. Joseph Crawford carried Vancouver Her daughter, Miss Geneva McLeod, P.O. Box 322, Chemainus, B.C., and her son, Ian McLeod, 3551 W. 32nd Ave., presented [illegible]

The Crew of the Hastings Sawmill, circa 1898-1902.

THE BLACKLIST

By J. A. MACDONALD

The case of the striking loggers of Vancouver Island was told on Monday night to an audience which filled the Moose Hall and applauded several speakers, including W. A. Pritchard, who acted as chairman.

Tom Kelso, chairman of the loggers' strike committee, and Glen Lamont, one of the chief organizers for the Lumber Workers' Industrial Union, were the chief speakers.

Loud applause followed the announcement that Mayor L. D. Taylor, with approval of the City Council, had granted permission to hold a tag-day on Saturday for the benefit of the striking loggers and their families.

Several loggers took the platform when invited from the audience and testified to their own personal experiences of the "blacklist" which each of them said was the certain fate of any worker who attempted to help in organizing.

BLACKLIST VICTIMS

The first told of having worked in the camps for 18 years, when he was blacklisted two years ago for taking part in a strike at the Bloedel Camp. He had never got a job since, although certain foremen told him they wanted him.

Another told of being fired and blacklisted because he had allowed an organization meeting to be held in his bunk house.

A third said he was fired for complaining of what he knew to be unfair scaling of the timber which his crew had felled. He was promised jobs almost every day for four months and finally told that he was not wanted because he was "hanging around the Ukrainian Hall."

A fourth said he had been fired twice, once for refusing to accept a pay cut and again for circulating literature about an organization meeting to be held in Vancouver. He had never got another job and knew he was blacklisted because others in his line had no trouble getting jobs, many of them within a day after applying.

RADIO COMPLAINT

Tom Kelso read a statement of the loggers' case which he said had been refused broadcasting by a Vancouver radio station.

It proved to be a temperate statement in which the chief charge was that the entire burden of the depression in the lumber industry had been thrown on the shoulders of the employees in the way of wage cuts until some men were being paid as little as 64 cents a day.

When business got better and the price of logs rose, wages were not increased in proportion, said Kelso. Working conditions were bad and accident prevention rules were neglected with the result that many men were killed or hurt. Many bunk houses were "filthy and unsanitary." But primarily the complaint was against low wages.

The strikers were asking for a minimum of 40 cents an hour for ordinary workers and also an increase for those in the higher scales with time and one-half for overtime, no Sunday work and reasonable prices for commissary supplies.

"The loggers had no option but to strike," Mr. Kelso said. He charged there was a system of terrorism against men who attempted organization, that the operators refused collective bargaining, used discrimination against union organizers and delegates by means of the blacklist.

When the first strike became certain, he said, the operators offered an increase of 10 per cent, but this was not enough, especially for the workers in the lower wage scales.

"Our demands are just and reasonable. If they are not granted within a few days I predict that many more camps will join in the strike," Mr. Kelso said, following an appeal for support.

"MUST WIN OR—"

"If this strike is lost no man in it will ever get a job again in any logging camp in B.C. That is what the blacklist means. The boss loggers say there is no blacklist but we know from bitter experience," he said.

Glen Lamont said he had been on the blacklist for 15 years in Ontario and B.C. There was a mountain of evidence of the blacklist system wherever there were boss loggers. He challenged the Minister of Labor to raid the employment agency of the loggers' association and get the evidence which he said was there in cartloads.

"But of course no government under the capitalist system will ever do that," he commented, amid applause.

Radio stations and the press, he charged, had refused to let the strikers make the facts known to the public. He branded as "a damn lie" the report in one Vancouver paper regarding a vote against striking at Camp 3 of the Alberni Pacific Lumber Co.

He was there himself and said the vote was taken under duress of company officials who arranged the meeting and watched the voting after the organizers had been ejected. Most of the men did not vote, he said, being afraid of the blacklist.

PRITCHARD'S VIEW

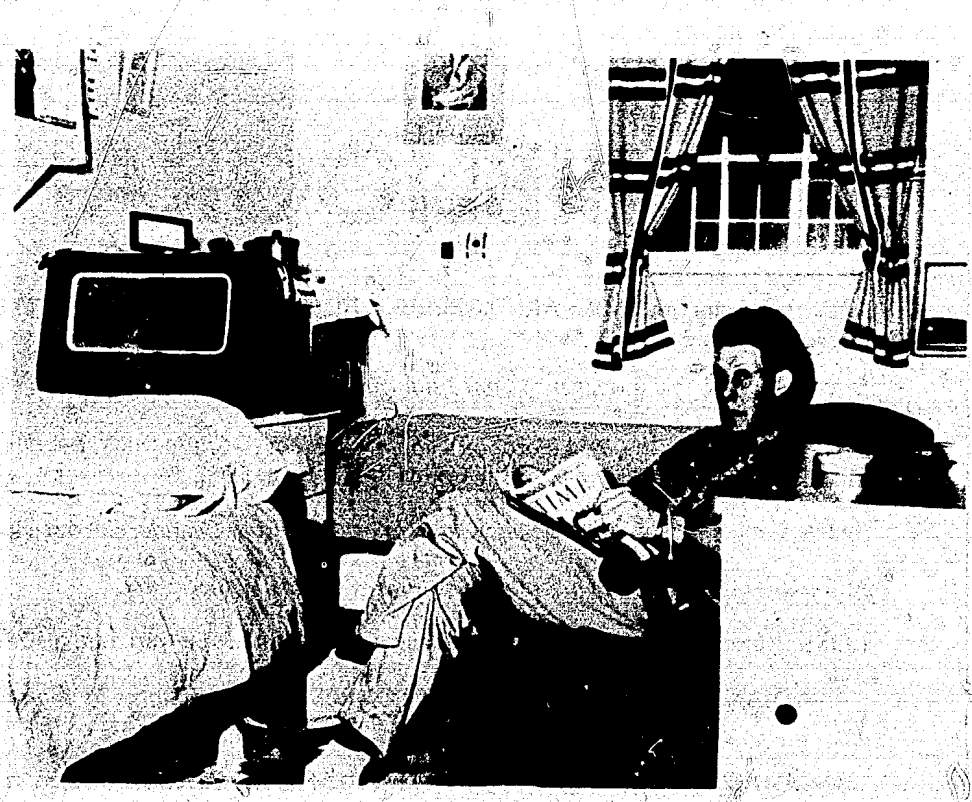
W. A. Pritchard said it was no new thing for the loggers to be denied the privilege of broadcasting. The same had happened to a member of the Commonwealth staff, the broadcast of the recent meeting of the Youth Movement had been cut off after the meeting started.

"I myself am the only radio speaker who has to be introduced with the prefatory remark that the station is not responsible for the views I express. But Gerry McGeer, on the eve of the election in Vancouver Centre, was allowed to break every broadcasting rule without being halted," Mr. Pritchard said.

"Nowhere on this globe has there been such rapine and slaughter of the natural resources of a country as is recorded in the history of the lumber industry on this Pacific Coast of North America all to allow a few capitalists to turn the resources that belong to the people into cash for spoilers," Mr. Pritchard declared.

— *Vancouver Sun, February 27, 1934. "Loggers Reject Bell Mediation Plan; Demand Union Right"*

Green Gold



"Green Gold" was the name of a radio broadcast series put on by the Lumber Workers' Industrial Union and, later, the I.W.A. "red bloc." The program ran from 1936 to the mid-1950's. The following is the third in the series of L.W.I.U. broadcasts by President Mack MacKinnon in March 1936.

March 3, 1936

Good Evenings, Friends!

In previous broadcasts under the auspices of the Lumber Workers' Industrial Union, I have endeavoured to give you the facts with regards to conditions in the lumber industry. Since speaking to you over this station a little over a week ago, one more has been added to the list of dead in the logging camps and another lies in Duncan hospital with but a short week or two to live. Reports from hospitals on Vancouver Island and on the Mainland are to the effect that about seventy-five loggers are in hospital. This, with about only two months of the year 1936 gone by, and with only a fraction of the camps operating! Yes, it looks like a banner year alright — for the doctors and hospitals. Logs upended by fast machinery or swinging cables do not seem to have very much respect for the large posters tacked up on bunkhouses or trees, telling the men to be careful. As one logger put it while talking to me the other day, "Be careful you don't get injured, but be more careful you get that forty loads a day!"

* * *

I understand that one of our leading employment agencies is having quite a time to get experienced loggers these days. The young men who went out to the British Columbia woods with such high hopes of carving out a career for themselves are trying hard to find employment in some other industry. As District Organizer of the Lumber Workers' Industrial Union I have met quite a number of these boys. Sadly disillusioned, they are turning their backs on the lumbering industry. As one stated to me the other day, "Reading so much of the good conditions in the logging camps in the local press, and after listening to the same ballyhoo over the air following the strike in the Spring of 1934, I got on a patriotic jag and decided I would go out and save the B.C. lumbering industry from the Bolsehviks. But after working my head off for a couple of months to pay for the logging boots, gloves, raintest clothes and fare to the camp, and found I was just even with things, I began to look for those reds I had heard so much about. But, to tell the truth, I could not find anyone half as red in their ideas as myself."

Some of these boys were not so lucky, though. A white cross is all that is left to tell some mother where her son lies buried. Some others did not wait for the termination of the strike, but acted as strikebreakers. Anyone who was instrumental in getting these boys to act as strikebreakers, if they had a spark of manhood in them, would feel sorry to see the effect it has had on these youngsters when they fully realized what they had done. I have seem some of these boys come up to the Union office almost in tears to try and find out how they could square themselves with the Union and the men in camp. The membership in camp alone can decide this issue. But, the guilt lies not so much with these boys as with the ones who knowingly misrepresented facts regarding the strike and conditions in camps. These boys were certainly misled!

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