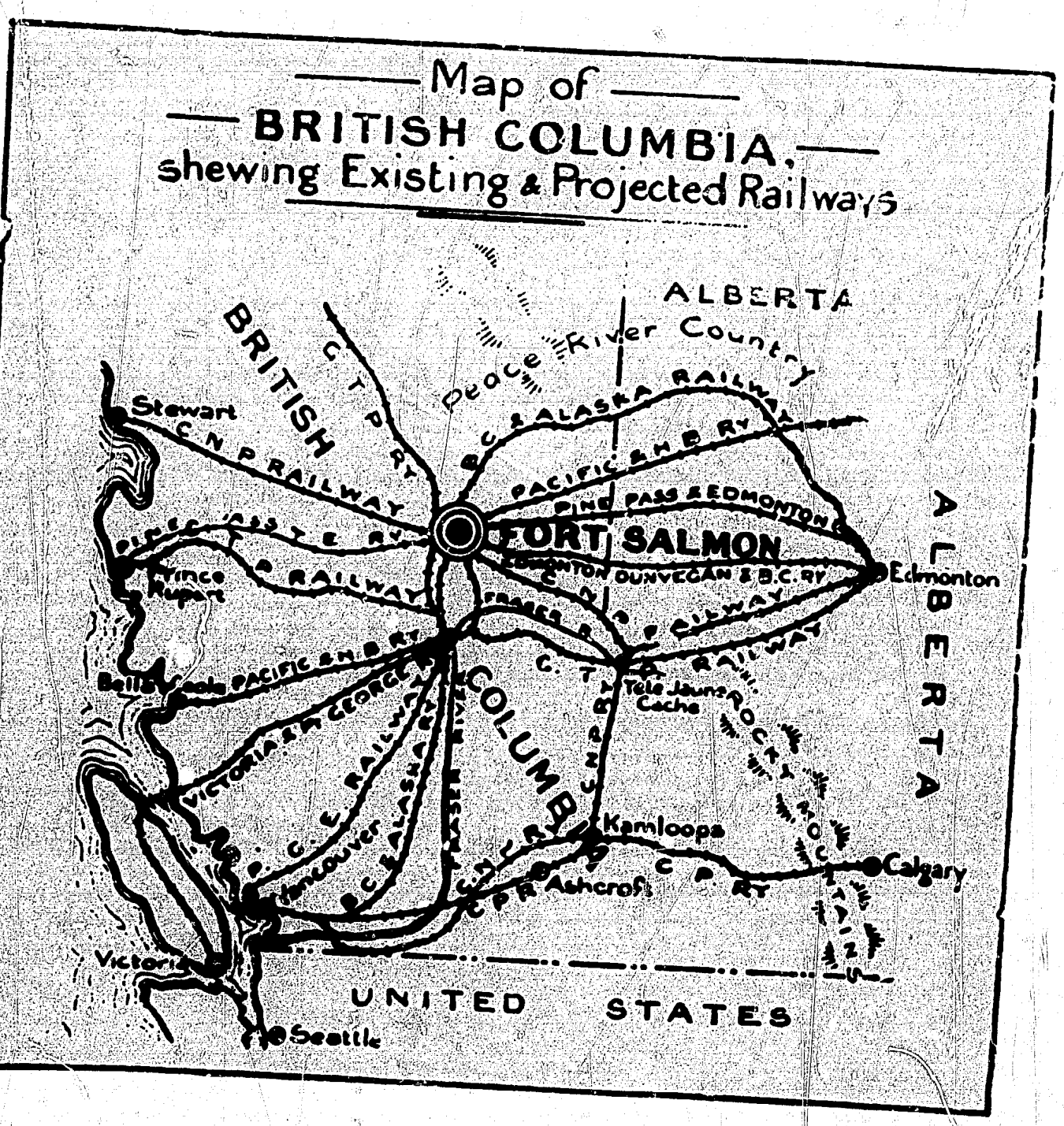
LABOUR HISTORY

vol. 3; no. 1



In Tribute to Anne Fall

"Do not mourn, for her spirit soars," urged the opening speaker at Anne's memorial service. The crowd was so large that we stood outside on the blacktop and listened to the speeches on the public address system.

One of my earliest memories of Anne was in a hotel room at my first Annual General Meeting, me drinking from her bottle of Johnny Walker and listening to her talk of the ins and outs of the BCTF.

I remember her too at a benefit dance at the Ukranian Hall in Strathcona on a hot summer evening. And it was Anne who encouraged me to go to the Friday night folk music coffeehouse. Some of the musicians played a reel to close the service.

I knew her best from our PSA meetings. There was one on a bleak rainy day at her apartment in North Vancouver when many of us argued and Anne worked to resolve the conflict. Anne didn't talk much of her other interests or accomplishments, but others told me of her fight against the third crossing to the North Shore and her efforts for teachers. In her last year, she shared with her sons her joy and her pride in these struggles and the memorial service was a celebration of what she had done.

I did mourn Anne and cried in the hospital corridor after a visit a few days before her death, and I believe too that her spirit soars.

— Tom Morton

Vol. 3; No. 1

Cover illustration from British Columbia Magazine, March, 1913, Vancouver City Archives (courtesy Phil Thomas collection).

THE LABOUR HISTORY ASSOCIATION

BRITISH COLUMBIA TEACHERS' FEDERATION
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CO-EDITORS: Ellen Moffat and Tom Morton

Photos courtesy of Phil Thomas collection, Vancouver Public Library, and Kamloops Museum and Archives

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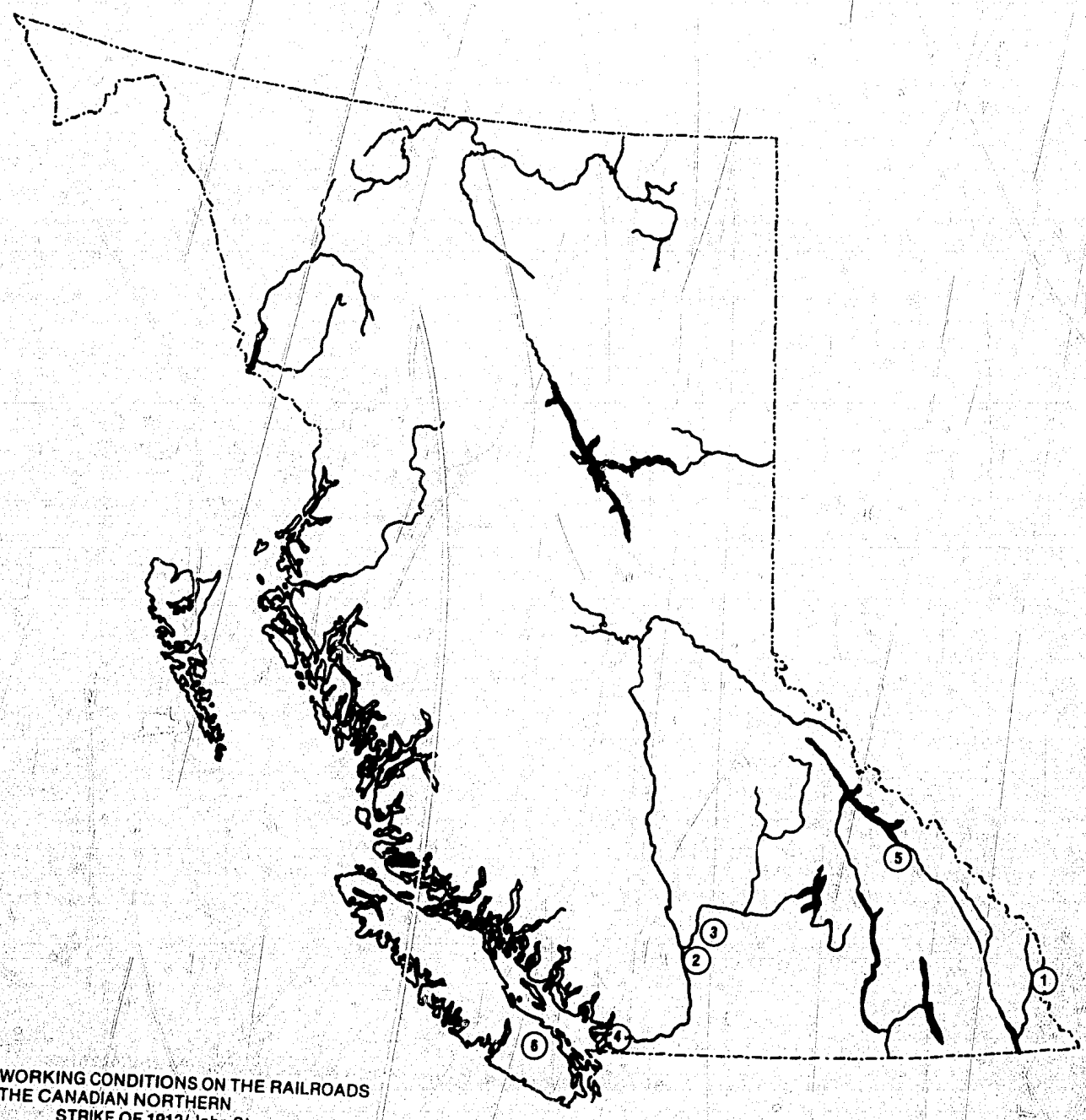
MAP OF B.C. SHOWING THE LOCATION OF THE ARTICLES



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Working Conditions on the Railroads

The chief cause for discontent was the indifference of the contractors for the safety of the lives and limbs of the workers. The work, by its nature, would be extremely dangerous under the most careful administration, but the contractors in their greed and cupidity, sacrificed man after man where it could have been prevented. It was common to hear a crippled worker, when speaking of an accident that had robbed him of an arm or a leg, remark bitterly that men were cheaper to the contractor than timber that would have prevented the fall of rock that had caused the accident. Indeed, along the Fraser River human life was held in contempt by the contractors. Workers were plentiful and they had to work or starve, so why waste money or time safeguarding the lives of workers?

Federationist, June 22, 1912

According to a report of an 1898 Royal Commission, the men:

". . . suffered a great deal from cold under tents, having generally no stoves until the beginning of January, and from being fed at times with frozen provisions . . .

. . . at least two pairs of blankets are necessary for protection against cold in ordinary circumstances. Men who had more than one pair were very rare exceptions.

Tents had to be moved from point to point periodically . . . men, after quitting their work at six o'clock, would have to pitch their own tent, on the frozen earth, often covered with snow and ice. The tents not being provided with stoves the men's suffering was intensified by their clothes being wet, after working amidst snow and snow droppings from the trees, and having no means of having them dried. A common result of this was suffering from rheumatism and colds."

Report of the Commissioners Appointed to Inquire Into Complaints Respecting the Treatment of Labourers on the Crow's Nest Pass Railway, House of Commons *Sessional Papers*, No. 90a, 1898.

". . . they were kept in a boarding car, which has been denominated . . . as the 'Jumbo car' . . . during two months from 90 to 115 slept in that car. The size of the sleeping accommodation is given as follows: Bunks 4 ft. 6 in. in width, height between top and bottom of each bunk about 2 ft. 3 in. from board to board; passage 3 ft. 11 in. in width; each bunk being under 6 feet in length and the whole car being about 70 feet long. Two men were obliged to sleep in each bunk, and there being three tiers on each side, this forced six men to face six others when rising and retiring . . . it was not sufficiently heated, it was filthy, the atmosphere was intolerable and unhealthy, there was no washing or lavoratory facilities in the car (only one small basin and an ordinary pail of water) and there was not sufficient drinking water . . . in changing from section to section . . . no proper reasonable facilities were provided and therefore they had to sleep either in the open, or in hay lofts and stables; there was a lack of proper provisions, and they had to walk long distances without taking sufficient meals . . .

Report of the Commissioners Appointed to Inquire Into Complaints Respecting the Treatment of Labourers on the Crow's Nest Pass Railway, House of Commons *Sessional Papers*, No. 90a, 1898.

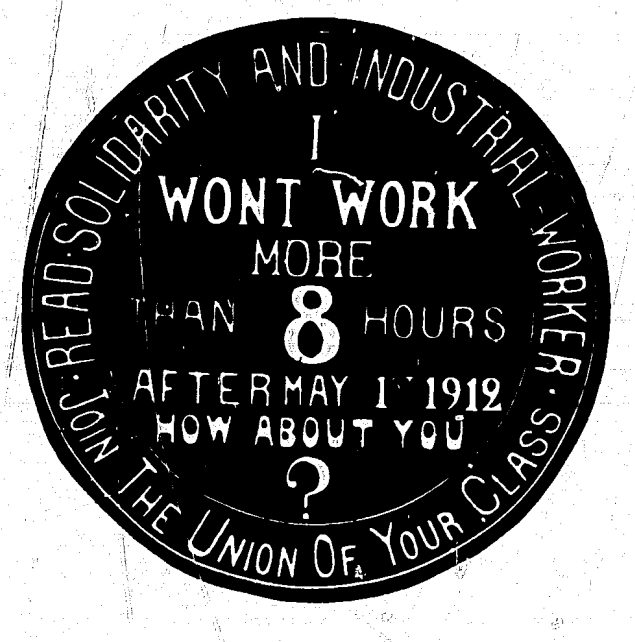
It was reported that wages for ordinary labourers had been $1.50 per day until Feb. 1, 1898, and the charge for board $4.00 per week at the same date. From Feb. 1, wages had been raised to $1.75 per day, and board was increased to $5.00 per week.

At first glance this arrangement of wage scale and board rate appears to benefit the labourer to the extent of increasing his earnings by an amount of 50 cents per six-day week. However this proves to be an illusion. A great deal of time was lost due to inclement weather or other circumstances, but board had to be paid for every day; consequently, an increase in board rate worked a hardship unless accompanied by a substantial increase in wages.

Scott, J. *Plunderbund and Proletariat*, p. 89

Canadian Northern Camp 48 near Red Pass (between Valemount and Jasper), 1913.

Industrial Workers of the World



. . . It is absurd to allow any organization such as this I.W.W. to come in here and disturb the whole orderly conduct of our affairs. These men are the rankest kinds of aliens, caring nothing for our country or for our good as a people, and should be treated absolutely as hostile. The whole movement represents an invasion of the most dispicable sum of humanity. We put our own criminals in the penitentiary, and that we should allow this licentious rabble to roam at large creating disturbance and disorder is ridiculous. It is no time for mildness or the employment of diplomatic methods. The government must show its strength and drive these people out of the country even if the use of force is required to do so. Every reasonable and responsible citizen will lend his aid to the authorities in adopting drastic measures.

Vancouver Sun, April 8, 1912, P.6

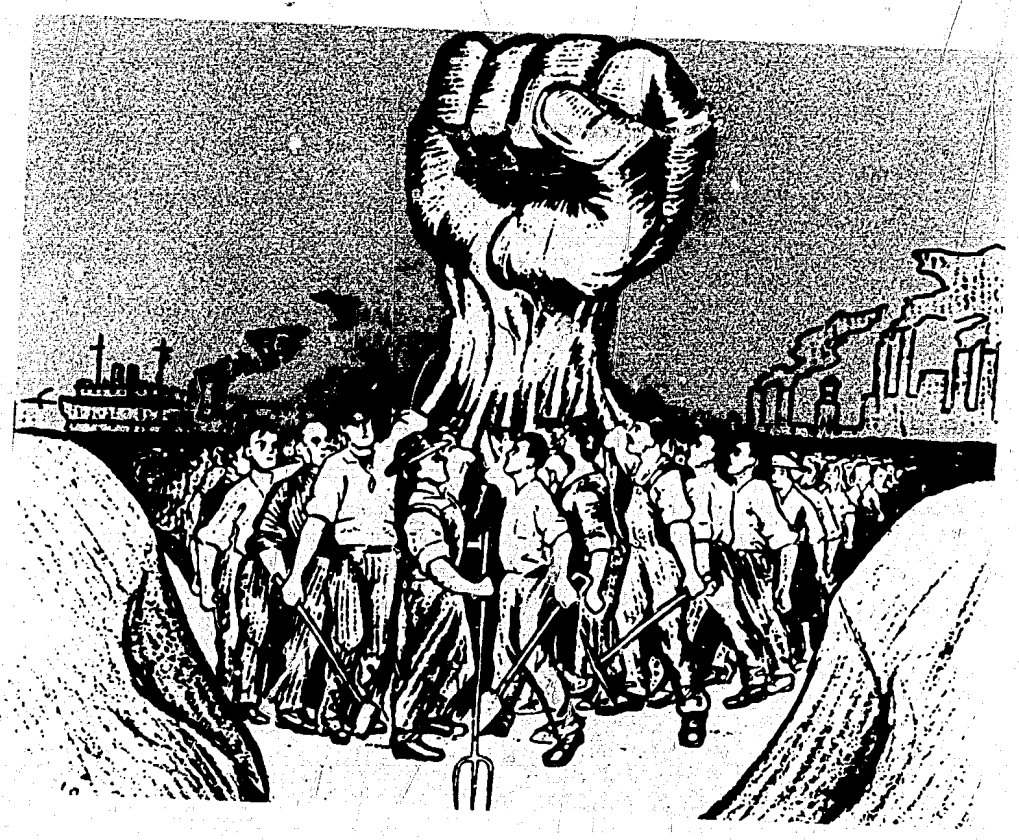
The Industrial Workers is organized, not to conciliate, but to fight the capitalist class . . . We deny that there is anything in common between workingmen and capitalists. We insist that workingmen must organize to get rid of capitalists and make themselves masters of the tools with which they work . . .

The capitalists own the tools they do not use, and the workers use the tools they do not own . . .''

Debs, Eugene V., *Industrial Unionism: In Writings and Speeches*, Pp. 223-241

''I object to all unions . . . They simply take the management of the mine . . . I want the management of my own works, and if I recognize the union, I cannot have that.''

James Dunsmuir, mine owner, to a royal commission in A. R. McCormack: *Reformers, Rebels, and Revolutionaries: The Western Canadian Radical Movement, 1899-1919.*



He built the road,
With others of his class he built the road.
Now o'er it, many a weary mile, he packs his load
Chasing a job, spurred on by hunger's goad.
He walks, and walks, and walks and walks
And wonders why in Hell he built the road.

I.W.W. verse,
Rebel Voices:
An I.W.W. Anthology

We have got to stick together, boys,
And fight with all our might.
It's a case of no surrender,
We have to win the fight.
From these gunnysack contractors,
We will take no more bluff;
And we won't build no more railroads
For our overalls and snuff
For our overalls and snuff,
For our overalls and snuff,
We won't build no more railroads
For our overalls and snuff.

Joe Hill, 1912
written about the
Canadian Northern strike,
the tune of
The Wearing of the Green

The Canadian Northern Strike of 1912

by John Stewart

The height of the I.W.W.'s influence in B.C. occurred between 1908 and 1914 during the construction of the railways. Previous to its success with the railway workers, the union had organized general and construction labourers in the province. As a result of the union's efforts, there were during this period a number of strikes, followed by violent efforts by the companies involved to break the union.

Through the winter of 1911-1912 the I.W.W. organizers were busy among the workers of the Canadian Northern Line. Most of these workers were immigrants from Sweden, Italy, Russia or the Ukraine who were isolated in many ways. They had no families close by and their only friends were their fellow workers. The nature of railway construction was migratory. Workers would move about from one construction job to the next as work petered out or as the mood suited them. Railway construction was not the type of work most people would have willingly chosen. But, unemployment was high and there was a constant supply of men willing to work.

Working and living conditions in the camps were dismal, but the unorganized workers were unable to improve them. Consequently, the frustrated workers were easily won to the support of the I.W.W., whose platform of improved conditions, higher pay and the ownership and management of industry by the workers had great appeal.

The I.W.W. distributed literature, held meetings and signed up members in spite of numerous arrests on vagrancy charges whenever they arrived in Kamloops. H. M. Miller, a delegate of I.W.W. local 327 at Lytton, claimed in February that they had signed up 4500 members among the construction workers. This is very likely for in January a petition signed by 4500 workers, demanding that the camps and hospitals be cleaned up, was submitted to the provincial government. Federal and Provincial health authorities visited the camps at Hope, Lytton and Ashcroft and ordered that improvements be made. The subsequent changes were slight.

During January and February of 1912 numerous small strikes occurred but no noticeable progress was made. Therefore the I.W.W. called for a general strike and on March 27th the men began laying down their tools. Within a few days the entire line from Yale to Kamloops and beyond was shut down. The strikers asked for higher pay, better hours, improved sanitation and the abolition of contract work.

Strike headquarters were set up at Yale and Lytton where the I.W.W. hired a hall for meetings. The strikers were compelled to vacate company property and to fend for themselves in their own makeshift camps. In spite of financial difficulties the I.W.W. camps were well run and the men disciplined. Committees were elected as governing bodies and groups prepared food and searched for firewood. The food and conditions were spartan but clean. The Kamloops Standard newspaper called the camps miniature socialist republics.

As soon as the strike was called men began deserting the camps and heading for Vancouver to seek new work. In was reported by the Kamloops Sentinel that of the 6000 men on strike, 50% left for Vancouver and Seattle. Obviously this presented a serious problem to the I.W.W. simply because, if the men continued to drift away the strike would fail merely for a lack of men to maintain it. The organizers constantly pleaded with the workers to remain near their work sites, and they struggled to maintain morale. At a meeting in Kamloops on April 6th, there were calls for aid to feed and house the strikers, but except for money from the Vancouver Trades and Labour Council, there is no mention of aid from any quarter.

The strategy of the Canadian Northern company was three pronged. The first was simply to outwait the strikers which was no hardship for the company was said to be six months ahead of schedule. The second was to hire strike breakers, a relatively easy task with a large pool of unemployed, even though they were some distances from the construction sites. The third and essential step was to obtain protection for the strike breakers by having the government bring in the Provincial Police, hire Special Constables, and use the courts against the strikers. At one point, the company threatened to petition the government for legislation to allow importation of cheap labour from Asia. This was probably an empty threat.

The newspapers, in an era when they had much more influence than they do today, also played their part. The two Kamloops papers, The Sentinel and the Standard, were read widely in the interior and had some differences in their attitudes towards the strike. The Standard, a conservative paper, praised the actions of the Conservative government and the company, and strongly criticized the I.W.W. On the other hand, the Sentinel which was a liberal paper, attacked the

government for doing little beyond arresting strikers with legitimate grievances. Clearly, though, most of its criticism was for partisan political reasons. More than once the Sentinel recommended a better security force to break the strikers than the poorly trained "Specials". The strikers were indeed isolated from the community and had no friends.

At first there were only occasional instances in which strikers prevented strike breakers from working or the delivery of supplies. Nevertheless, it was enough to bring in the Provincial Police and Special Constables who were stationed at all the major points along the line. Chief constable Fernie and a large contingent of police were stationed at Savonna at the west end of Kamloops Lake, an important base for both the strikers and the contractors. If trouble were to break out anywhere, it would be there.

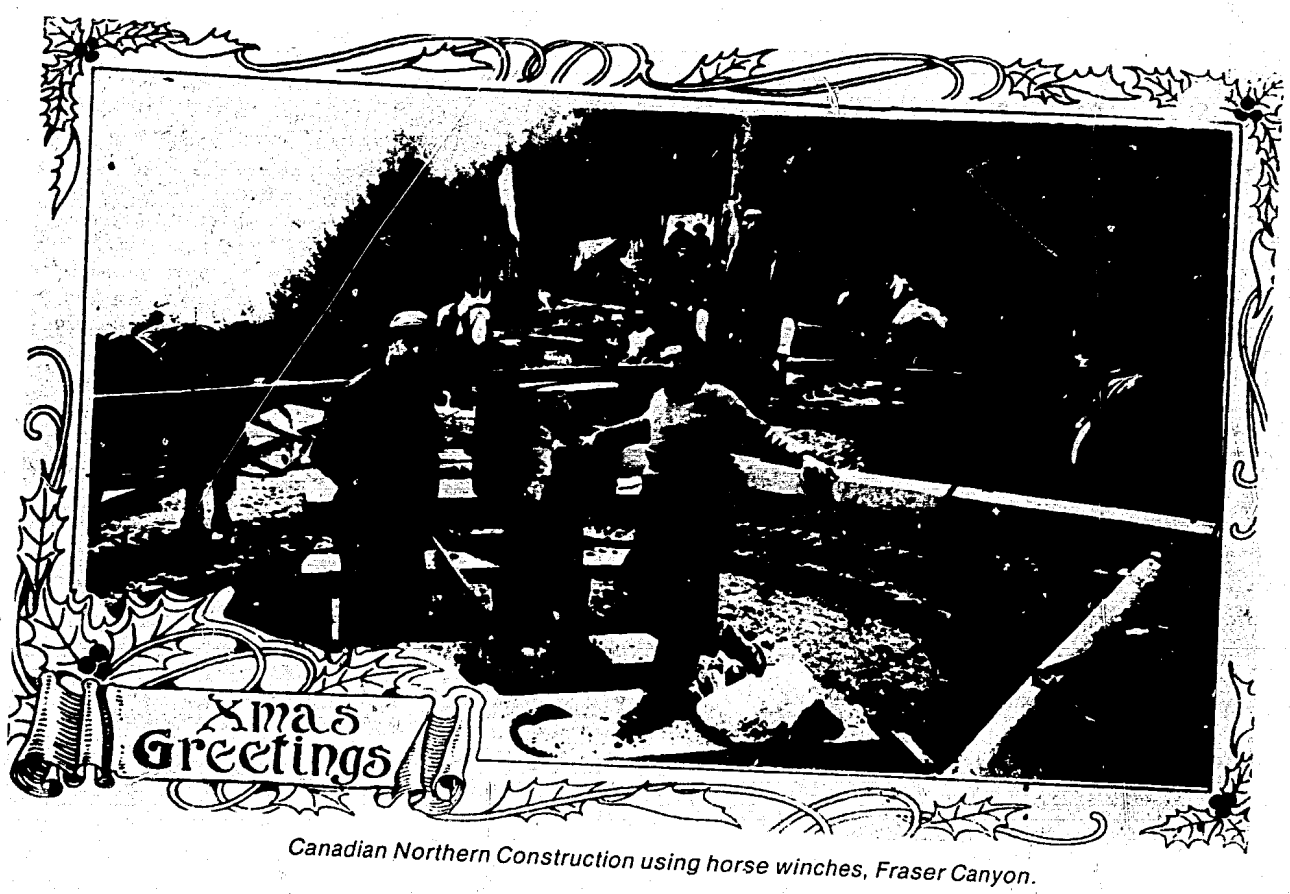
On April 16th about 150 members of the I.W.W. marched from their nearby camp to Savonna to make a show of strength before the 40 or so Indian workers (the only group more in need of work than the immigrants). They were met by 20 armed constables who warned the men to keep off company property.

The next day the I.W.W. men returned, this time determined to drive off the strike breakers. However, during the night reinforcements had arrived and they were met by 65 constables. The two groups faced one another on the narrow right of way along Kamloops Lake. When repeatedly told to disperse the strikers refused. Suddenly word came that an engine pulling several dump cars was headed quickly down the track toward them. The idea of using the engine to clear away the strikers had come from the company. Everyone jumped out of the way in time except a Wobblie leader named Quirron who stepped to the wrong side of the track and was hit by a beam projecting - possibly not accidentally - from the engine. He received head injuries plus a broken leg and a few broken ribs. The event apparently broke the spirit of the strikers, allowing the constables to move in during the ensuing confusion to arrest 48 strikers.

When the prisoners were brought into Kamloops that night about 200 I.W.W. men had gathered at the CPR station. Special constables and city police guarded against any attempt to rescue the prisoners who were then housed at the Provincial Jail. The jail must have been badly crowded as it was built to hold about 20 prisoners. The I.W.W. had to arrange medical aid at the Kamloops hospital for their injured member.

Events were moving at a similar pace at other centres along the CNR line. Also on April 16th,

Chinese work camp near Keefers, Fraser Canyon.



Canadian Northern Construction using horse winches, Fraser Canyon.

groups of strikers attempted to break through cordons of police at Lytton and Yale in order to join forces to halt work at Boston Bar. Both attempts failed and more arrests took place. The situation remained unchanged for a couple of weeks while the courts geared up for action.

On April 27th, the first 36 strikers arrested at Savonna were convicted of vagrancy and sentenced to one to three months in jail. After this the police went on the offensive. They had raids at Yale, Lytton and Ashcroft arresting strike leaders and I.W.W. organizers, Magistrate Francis Webb from Ashcroft conducted most of the trials and handed out the harshest allowable sentences. Invariably the charges were vagrancy or resisting arrest. In the meantime, the government issued a statement that everything was being done to protect private property and the public from the I.W.W.

Officially no end was called to the strike. I.W.W. delegate Miller continued to write optimistic and defiant letters to the Kamloops Standard right up to his arrest. The last strikers around Kamloops were moved out on May 13th after police headquarters in Victoria ordered all strike camps cleared.

Similar activities were taking place all along the line. Whenever groups of strikers were gathered they were taken into custody and either jailed or simply shipped out. Many others left of their own accord to find work in Calgary or on the coast. There were small, isolated holdouts until the middle of June. Nonetheless, by May 25th Attorney General Bowser reported that a police inspection had cleared out all resistance and the situation was normal. Prosecutions continued until the end of May.

The process of hiring new workers was slow, because the company refused to rehire any of the original labourers in order to avoid sabotage. The Provincial Police stationed men at various points to prevent any further trouble and by the end of June all reports stated that construction was progressing rapidly. There were also numerous reports of deaths from accidents and disease.

A month afterwards, the Grand Trunk Pacific was hit by a strike of 3000 men working between New Hazelton and Prince Rupert. These men had also been organized by the I.W.W. This strike was defeated by the same methods used on the CNR line. Both of these dramatic strikes marked the height of I.W.W. influence in B.C. Once the I.W.W.'s strength among the railway labourers was broken, the union's position again became relatively insignificant. By 1915 the union was gone from B.C. As the Kamloops Standard reported "the railwaymen and contractors are greatly pleased with the outcome."

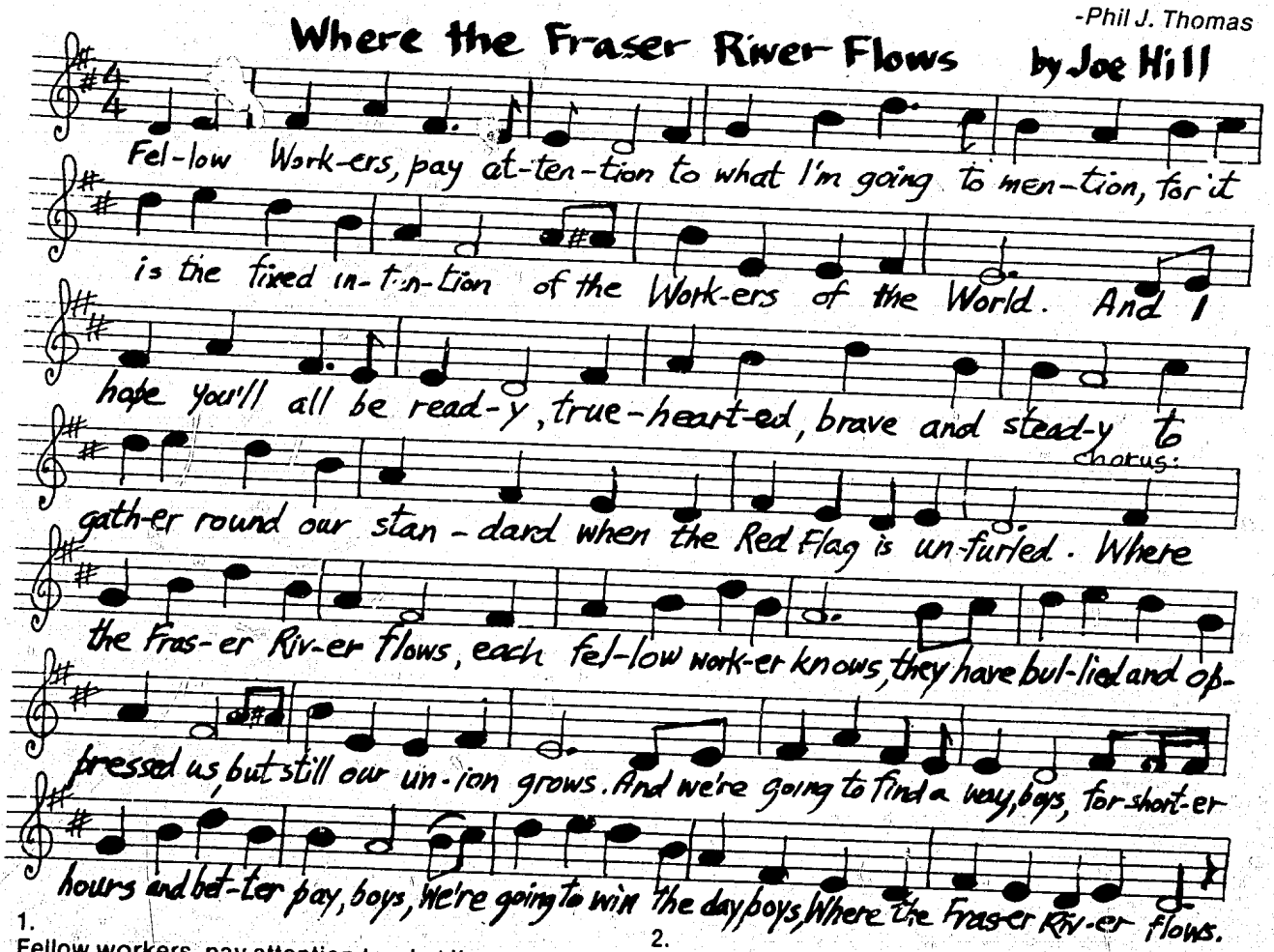
"Where the Fraser River Flows"

by Joe Hill

A note on the tune:

Joe Hill used the melody of the 1905 Tin Pan Alley "Where the River Shannon Flows", the setting given here. The pace of the song in 1912 would have been in keeping with the original sentimental song. Over the past twenty years in British Columbia the most frequently sung version has had more drive and a faster rhythm. That setting can be found (with chords) in my Songs of the Pacific Northwest

-Phil J. Thomas



1.
Fellow workers, pay attention to what I'm going to mention
For it is the fixed intention of the Workers of the World—
And I hope you'll all be ready, true hearted, brave and steady,
To gather round our standard when the Red Flag is unfurled.

Chorus
Where the Fraser River flows, each fellow worker knows
They have bullied and oppressed us, but still our union grows;
And we're going to find a way, boy, for shorter hours and better pay, boys,
We're going to win the day, boys, where the Fraser River flows!

2.
Now these "gunny sack" contractors have all been dirty actors;
They're not our benefactors, each fellow worker knows.
So we've got to stick together in fine or dirty weather;
We will show no white feather where the Fraser River flows.

3.
Now, the boss the law is stretching, bulls and pimps he's fetching;
They are a fine collection, as Jesus only knows.
But why their mothers reared them, and why the devil spared them
Are questions we can't answer where the Fraser River flows.

"Where the Fraser River Flows" originated in British Columbia where its author, Joe Hill, came to rally support for the construction workers building the Canadian Northern Pacific Railway through the Fraser Canyon and up the Thompson River. Hill, an immigrant to the United States, believed all working men should unite to make a better world; to this end, he ignored the international boundary and came to assist his fellows who were standing up for their rights.

"Where the Fraser River Flows" was first sung in British Columbia in 1912 during the two-and-a-half month strike on the Canadian Northern (later Canadian National) Railway. According to government reports, a total of six thousand men downed their tools. The men were strung out along 160 miles of right-of-way. How did they unite? *The Industrial Worker,* an I.W.W. union paper, carried this story shortly after the strike began:

> . . . the main thing that caused the walkout was the foul condition of the camps in which the men were herded . . . In one of the Tierney camps the bunks were built three tiers high and the men after waking each morning for a short time, with raging headaches, tore down the top bunk . . . In other camps the floors were laid directly upon the ground instead of 18 inches above, insufficient air space was allowed and wash houses, dry houses and bath houses were of the vilest sort . . . The strike broke out on the 27th in Nelson and Benson's camp no. 4 . . . The men came down the line and called all men out at camps 3 and 2. A meeting was held at I.W.W. hall in Lytton and demands were formulated, various committees elected and in a short time the entire line from Hope to Kamloops was tied up, over 4,200 men being directly involved . . .

They also wanted increased wages. But nothing would have happened without organization.

Who then were the organizers? They belonged to the Industrial Workers of the World, a revolutionary union founded in Chicago in 1905 when a number of industrial unions, with the support of the foremost socialist theorists of the United States, joined together. The great plan of the I.W.W. was to organize American society into

some dozen industrial departments comprising unions of all the working men and women. The people, by voting and working through their unions, would choose the government of the country. Once enough support was organized through the big union, the alternate government it had created would become the only effective government in the land. The conflict between Capital, as seen in the great money trusts and syndicates, and Labor, would disappear in a classless society. Their dream was of a world free of war, unemployment and poverty; one of their slogans shows the extent of their hope:

> All workers of one industry in one union; all unions of workers in one big labor alliance the world over.

Phil J. Thomas, *Songs of the Pacific Northwest,* p.97

Vancouver: Brought to you courtesy of the Canadian Pacific Railway

by Donald Gutstein

Statistically speaking, Vancouver is Canada's third largest urban area. In fact, Vancouver is nothing but an overblown company town. The company, of course, is the CPR. Vancouver was a creation of the CPR and its fate has always been intimately tied to the railway company. At one time most of the area of Vancouver belonged to the CPR. Even the name of the place, Vancouver, was given to it by a CPR official to improve the CPR's business. Many areas of Vancouver and downtown streets bear the names of CPR luminaries: Shaughnessy, Strathcona, Marpole; Beatty, Hamilton, Cambie, and Abbott streets. The whole shape of the city is the result of the decisions made by those CPR officials to suit the CPR's needs.

* * * * *

The CPR has always had its way. Vancouver might have remained a small logging town if the CPR had not decided to make it the western terminus of the transcontinental railway. Beginning in 1871, when the province of British Columbia joined the Dominion of Canada, a bitter struggle was waged between Vancouver Island and lower mainland interests for the location of the west coast terminus of the railroad. It was not until 1884, when the railroad was almost complete, that Burrard Inlet on the mainland was made the official terminus of the transcontinental railroad. And the specific place on Burrard Inlet was to be Port Moody, at the head of the inlet.

Land speculation was rampant at Port Moody as construction neared completion in the Fraser canyon. But even before the first train pulled into Port Moody in 1886, secret negotiations were underway between the provincial government and the CPR to extend the line to Coal Harbour. On its side, the recently-elected government of William Smithe had enacted a policy of the most reckless give-away of provincial lands and resources to private interests to undertake the most meagre development. It was no rarity to give away hundreds of thousands of acres of land to companies for the construction of the shortest of railway lines.

The CPR, on its side, didn't like Port Moody as the site for the terminus. The publicly-stated reason for this was that the Second Narrows of Burrard Inlet might present a hazard to shipping; but it was awfully late in the game to be making that discovery. There was another reason. The CPR was aware that the construction of a railway depot increases the value of the land around the depot enormously. Aside from the terminus site itself, the CPR didn't own any land in Port Moody. That had all been taken up by the speculators and promoters. If another site could be found, one where the CPR owned all the surrounding land as well, how much more desirable (and profitable) it would be.

Following such reasoning, the CPR would have extended its line past Port Moody even if it had to buy every piece of property along the way. But the CPR and the Smithe government made a deal. For extending its railway line a measly 12 miles, the CPR got 6,000 acres of valuable Coal Harbour property — all of DL (district lot) 541 (downtown Vancouver), all of DL. 526 (much of present-day Vancouver from Trafalgar St. on the west to Ontario St. on the east), all lots in the Granville townsite not yet taken up by others, a right-of-way from Port Moody to the terminus site, one-half mile west of Granville, and most of the waterfront from Gore St. to Stanley Park. Further, all large private landowners had to give up one-third of the lots in each block they owned (since they were going to benefit from the coming of the terminus). Thus the CPR acquired one-third of the West End and one-third of all the lots from Carrall to Nanaimo Streets.

The CPR set to work immediately surveying and laying out the streets on its new property. The work was supervised by CPR's land commissioner Lauchlan A. Hamilton, who named the downtown streets after CPR officials (starting with himself), and provincial dignitaries such as his friends Smithe and Robson. Running out of names, he finally turned to the British Admiralty charts for the rest -- Nelson, Denman, et al.

That same year Granville was unofficially renamed Vancouver by William Van Horne, the CPR's general manager. We can imagine Van Horne standing by the unpolluted waters of Burrard Inlet, top hat in hand, gazing off into the dense underbrush. Beside him, his faithful associate Hamilton with his blueprints tucked under his arm, Van Horne speaks, 'Hamilton, this eventually is destined to become a great city in Canada. We must see that it has a name that will designate its place on the map of Canada'. Presumably, Van Horne did have the ultimate decision. The name Vancouver was a good one for the CPR. The CPR, with its eye never wandering from the tourist trade, wanted a name that people could identify easily. The name Vancouver Island was already well-known throughout the British Empire.

The CPR continued to clear the land, grade the streets, and sell the lots. In 1887, DL.185 - the

West End - was put on the market, and CPR executives and other wealthy Vancouverites began to build their large houses on the bluffs overlooking Burrard Inlet. One of the first houses was built by Henry Abbott, the CPR's western general superintendent, and many others followed suit.

Granville St. was laid out all the way from Burrard Inlet to False Creek and the first Granville St. bridge built over the creek. The CPR railyards and engine house were built on the north side of the creek, and a railway trestle was built across the creek to Kitsilano, which was to be the site of the terminus. However, this trestle cut off shipping access to False Creek. The federal government passed the Navigation Waters Protection Act which put False Creek under federal regulation and protected it from any structure which would obstruct navigation. The trestle bridge was never used and 13 years later a new bridge was built (the present one) with a swing span in the middle to allow ships to pass into the creek. The CPR also gave up its idea of building a deep-sea terminal at Kitsilano and put it instead on Burrard Inlet at the foot of Howe Street.

Vancouver's first suburb, Yaletown, was opened in connection with the CPR yards on False Creek, where CPR work gangs and their dwellings were moved from Yale, in the Fraser canyon, after completing work on the railway.

Mid-way between the CPR depot at the foot of Howe St. and the CPR yards on False Creek, the CPR began the construction of a 100-room luxury hotel, 'away out on a hill' at Georgia and Granville streets with its wonderful view of the harbour. The hotel was intended as the stopping place for the first-class tourist trade who transferred in Vancouver from CPR Pacific liner (the Empress ships) to CPR transcontinental railway. Sitting on the spacious verandah of the luxury hotel, after an elegant dinner, the weary traveller would have a commanding view of the harbour, as the sun never set on the British Empire.

The CPR purposely built its hotel away from what was then the city's centre at Carrall and Cordova streets, since it owned *all* the land in the Granville townsite. Several years after the opening of the hotel, the CPR built the Vancouver Opera House next door to the hotel (renamed the Lyric Theatre in 1937 and demolished in 1969 for the Pacific Centre). The following year, the Hudson's Bay Co. store moved to a location kitty-corner to the hotel, planning to cater to the luxury tourist trade. A few years later, the Bay was joined by Henry Birks and Son, and gradually Granville and Georgia streets became the centre of downtown development.

The West End soon became filled with the homes of the wealthy, and in 1910, at the height of Vancouver's greatest building boom, the CPR opened up its exclusive Shaughnessy Heights residential district, which was protected by a special act of the Provincial Legislature. Spreading out from its centre on The Crescent, with its broad avenues and stately stone mansions, Shaughnessy rapidly became the symbol for all that was grand and luxurious in high society.

It was commonly said that 'everything in Vancouver is CPR from the big hotel downwards.' The Bank of Montreal was the first eastern bank to open a branch in Vancouver in 1891. The CPR's Abbott was intimate friends with the bank manager. Of course it was no accident that the Bank of Montreal was the first bank to come to Vancouver, since it had been intimately tied to the CPR right from its very beginning.

It was also said in Vancouver that 'the CPR's the government here.' CPR man Hamilton was elected to the first city council and appointed chairman of the board of works. The first mayor's brother-in-law, A.W. Ross, MP for Lisgar, Manitoba, was so intimately connected with the railway company that he was commonly known as 'the member from CPR' in Ottawa. For years, the CPR had an unofficial representative on city council. This practice has continued right up to the present time. When CPR was planning to build a huge regional shopping centre on its Arbutus property, alderman Ed Sweeney, whose family owned property adjacent to the CPR on the north side of False Creek, strongly represented CPR interests in city council.

One of the consequences of this power is that the CPR has been consistently undertaxed by city council, at the expense of the ordinary home owner or tenant. The railway originally secured a 20-year exemption from taxes by offering to build the railway yards and engine house on the north, rather than the south side of the creek. This pattern has continued up to the recent past. In 1957, CPR property between 41st and 45th avenues, east of Oak St., was assessed at $1,480 per acre (for the land only; there were no buildings on it.) Homeowners' land in the same area was assessed at $1,470 for a 33-by-100-foot lot, or roughly $19,400 per acre, more than ten times the CPR assessment. CPR sold 35.5 acres of the land to Woodward Stores for the Oakridge Shopping Centre. The assessment then shot up to $13,600 per acre. In 1962, city council submitted a money by-law to the voters to buy the Old Shaughnessy Golf Course from the CPR for $2,250.00. The voters turned it down. The following year, when assessments were rated at 50% of value, the land was assessed at $463,270. Was the city offering too much for the land, or had the CPR been outrageously underassessed, or both?

By the mid-fifties, the CPR had sold off the bulk of its Vancouver property although it still retained substantial chunks. It still had the land required for its transportation activities — the False Creek and waterfront marshalling yards, and terminus; three large pieces — 60-acre Old Shaughnessy Golf Course, 160-acre Langara Golf

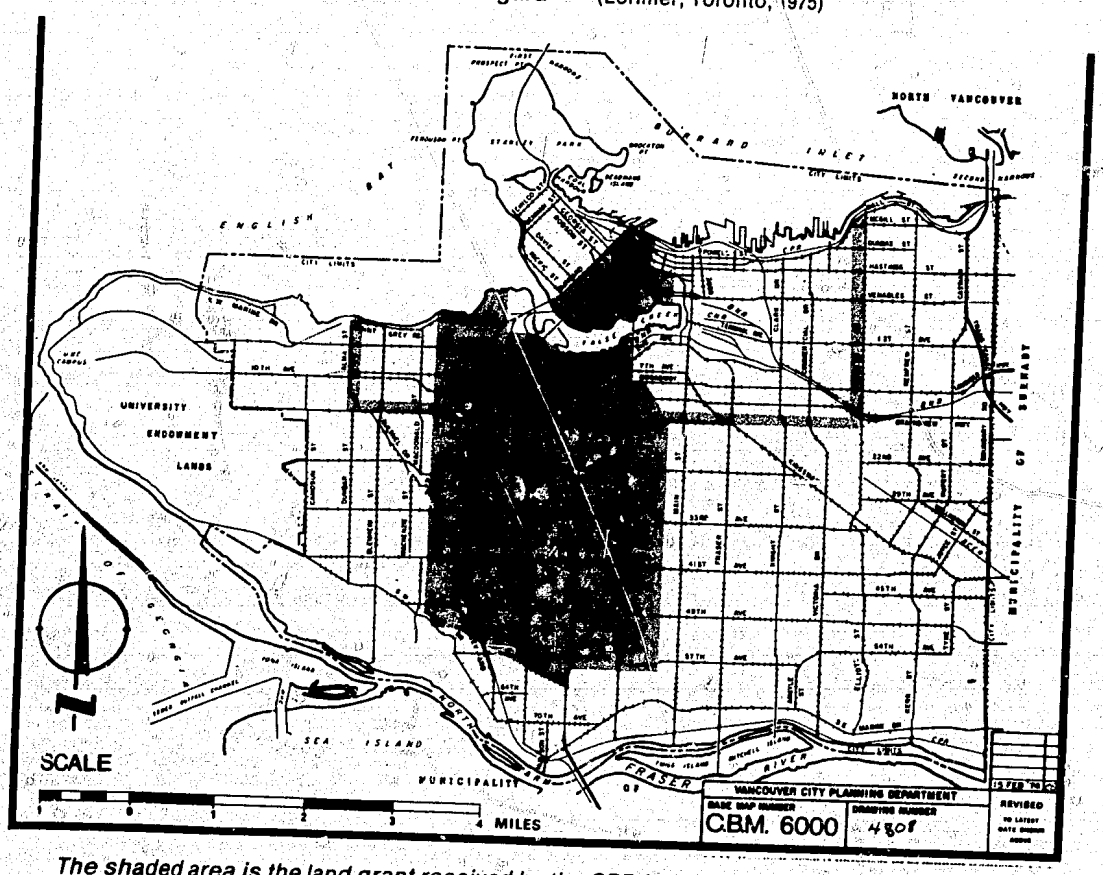
Course, and 65 remaining acres of the Quilchena Golf Course; plus an additional 250 acres between Oak and Cambie streets and 37th and 57th avenues.

About this time a change occurred in the company's attitude toward its land holdings. Although it still continued to sell some of its land — such as the property for the Oakridge Shopping Centre, and the adjacent residential developments — the company became interested in doing its own developing. This changing attitude, which has had the severest consequences for Vancouver's development, reflected a change in the structure of the CPR itself.

Twenty years ago, the CPR was a railroad with extensive holdings in other resource industries. However, the federal government allowed the CPR to separate the railway operations from all the other assets. A separate subsidiary was set up for each holding, and then they were all united together in Canadian Pacific Investments: 56%-owned Cominco is a subsidiary of CP Investments, as is 100%-owned Marathon Realty Co. set up in 1962 to develop all the land not required for the operation of the railway. It took about ten years to build Marathon up to the point where it could undertake its own projects. During the interval, some of the properties were developed through joint ventures with other developers. CPR teamed up with Alvin Narod to develop the Langara Gardens project — a medium-to-high-density highrise and garden apartment development at 57th and Cambie streets; and the Arbutus Village development at Arbutus St. and King Edward Ave. In the early phase of the massive Project 200 development for the CPR's waterfront lands, English-controlled Grosvenor-Laing was brought in as the developer, along with Simpson-Sears and Woodward's who were both going to operate department stores in the development.

In the new phase, Marathon will be doing the developing for the CPR so that more of the profits will remain within the company. Project 200 was the first step in the CPR's long-range plans for Vancouver. CPR doesn't own any land in the downtown core itself, the area which is currently experiencing the greatest growth. But it does own substantial land immediately adjacent to the downtown — its False Creek and waterfront holdings. If the downtown boom in building continues, it will not be long before the downtown is totally redeveloped, especially since the city council downzoned the downtown area, forcing development to spread out more. Then the CPR can take over and intensively redevelop its lands. In the meantime, the CPR merely plays a waiting game, and watches its $200 million worth of Vancouver real estate appreciate in value.

Donald Gutstein, *Vancouver Ltd.* pp11-18
(Lorimer, Toronto, 1975)



The shaded area is the land grant received by the CPR for extending its line to Vancouver. Vancouver's 1886 city limits are also indicated.

Questions and Activities

by Peter Seixas

Vocabulary

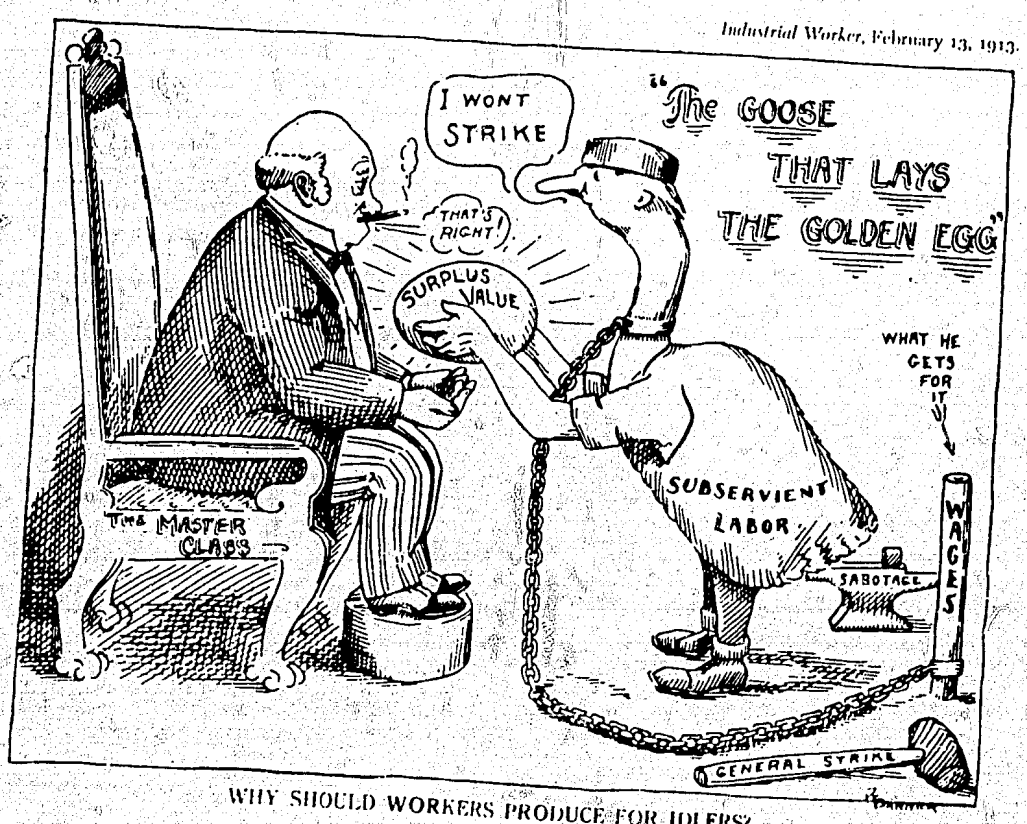
terminus
land speculation
assessment
subsidiary

Questions

1. Why was the end of the railway located in Vancouver rather than in Port Moody?
2. What land was given to the CPR for extending the railroad to Coal Harbour from Port Moody?
3. Why did the CPR build its first luxury hotel at Georgia and Granville?
4. When was Shaughnessy Heights opened?
5. What is Marathon Realty?
6. What are some of the development projects of Marathon Realty?

Activities

1. This article was written in 1975, before the recent False Creek development. Using back issues of the Vancouver *Sun* and *Province*, investigate Marathon Realty's role in False Creek development since that time.
2. Hamilton, Abbott, Smithe, Nelson, and Robson are identified in the article. Research other downtown street names. How many were connected with the CPR?
3. Debate: Resolved: the citizens of Vancouver owe a debt of gratitude to the CPR for its contribution to Vancouver's development in the past.



Inspector Steele meets the Workers

During the time of the North-West Rebellion in 1885, there was also a struggle by workers on the CPR line. Following is an account of a strike from a report of the North-West Mounted Police.

There was a serious dearth of men for duty at salient points along the line of the CPR, and it was thought advisable to draw a number from the mountains to be held at Calgary for service wherever they might be required, but Inspector Steele, fearing a general strike of railway construction men, reported that he would need every man he had. . . . Shortage of cash, not only to meet expenses of construction along the North Shore of Lake Superior but in the mountains as well, had forced the Canadian Pacific Railway to delay the regular payments in the construction camps . . . Steele had previously telegraphed the Prime Minister that a strike was imminent, involving most serious consequences. Twelve hundred strikers were said to be armed in the camps at Beaver Creek and elsewhere.

About the 1st of April, Steele learned that the unpaid men were openly voicing an intention of assailing those in charge of construction, as well as destroying the company's equipment. To a deputation representing the workmen the inspector gave notice that he would inflict the utmost the law would allow upon any who committed acts of violence while the manager of construction, James Ross, stated that as far as lay in his power to do so, he would meet their demands if they returned to their camps, and that their board would not cost them anything, in the meantime. "Several hundred of the men were satisfied with this arrangement and returned to work. Most of the others congregated at the Beaver crossing . . . where there was loose aggregation of about 700 people of not-too-promising character. The striking workmen said they would wait there for their money, and seemingly were not disposed to cause trouble. But one morning word reached Steele that teamsters, bridgemen, masons and others at several points were being ordered to leave their work. . .

Steele ordered his men to use the strictest measures in dealing with any navvies who attempted to disrupt the railway construction.

At one spot Sergeant Fury . . . told the trouble makers that shooting would commence, should they attempt to advance beyond a certain line. A hostile demonstration followed . . .

In the afternoon of the same day Constable Kerr . . . met one of the railway sub-contractors, a man of shady reputation in sympathy with the strikers. He . . . was calling upon those about him to attack the police. The constable attempted to arrest him but . . . was badly mauled and told to return to his commanding officer. Fury . . . at once went out to arrest the obstreperous contractor . . . The constables brought their man out of the building, but a crowd of more than 200, all armed, rescued him despite the resolution of Fury and his assistants. Threats were hurled at the policemen, the sergeant's tunic was torn in shreds . . .

(Steele) directed Fury to go back and seize the offender, and to shoot any of the crowd who interfered.

There was no hesitancy on Fury's part . . . He arrested the contractor, only to be set upon by a crowd pressing him from every side. He shot one of the ringleaders through the shoulder, and the rest fell back. While returning over the bridge with the wanted contractor, he and his three men were again assaulted by several hundred . . . one a woman who was shrieking and cursing.

Steele . . . seeing what was happening and realizing Fury's danger . . . seized a Winchester and ran to the bridgehead . . .

Covering the approaching throng, Steele shouted that the first person to cross would be shot.

All retreated and the strike was over . . .

After the reading of the Riot Act. Steele unburdened himself to the strikers: 'You have taken advantage of the fact that a rebellion has broken out in the North West . . . but as desperate diseases require desperate remedies, and both disease and remedy are here, I warn you that if I find more than 12 of you standing together or any large crowd assembled I will open fire upon you and mow you down' . . .

Most of those who had resisted the police . . . were taken into custody the next morning, and together with the contractor, who had been subdued to insensibility by one well-placed blow . . . were fined $100 each, or six months' hard labour. The underworld woman, who had persisted in voicing her venom, addressed Steele as a 'red-coated son of a bitch' and was also gathered in.

By April 7 the labourers had all been paid . . .

John Peter Turner, *The North-West Mounted Police*, 1873-1893, Vol. 2, pp149-153, as quoted in J. Scott, *Sweat and Struggle*, pp188-193

Railways in the Woods

by Scott Lawrance

"Late one night and colder 'n hell, standing on the lower running board where I usually stood, flyin' through the black night, I did something I rarely never did, got a notion to climb up beside the boiler and huddle there, gather some of that locie's heat; pulled my jacket tight around me and sat there shivering. Wham! We come around a corner and there beside the track's a boulder big as a room. Faster'n I can say it, it tore hell outa that side of the engine, ripping off the running board where I was standing a mile earlier. Woulda cut me off about where I buckle my belt."

One man is telling a story about one of the things that happened to him as an engineer on a logging railroad. Many men, many engines, more trains, hundreds of lines and countless stories make up the saga of railroad logging, one of the most memorable and thrilling occupations in the history of the coast.

I've heard old woodsmen say that in the 1930's and '40s it was every young man's dream to get out into the woods for the money and glamour of logging. If they did get into the woods, you can bet they thought now and then of how they could get a job as a hogger or fireman, to ride the puffing, snorting, whistling steam engines. The trainmen were the elite of the woods.

The job went through a lot of changes since the first locie was used around 1900 at either Chemainus or at Hasting Mills up at Quadra Island and Thurlow Inlet. It started out with rails tacked onto the old skidroads recently vacated by oxen and horses, an adaptation of the rig used by the first big donkey engines which hauled the logs with one-and-a-quarter-inch wire cables.

They called it skidder logging. The logs'd be hitched one to the other and a whole string of them, up to twenty big logs at a time, would be dragged along the track, sliding on their bark-stripped stomachs. Outfits used this haywire rig, rails laid on skidroad, till as late as about 1910, by which time all had switched over to regular rail.

When the demand increased, Eastern American companies started supplying detached trucks, sets of four wheels each, like the trucks on railroad cars today. The logs'd be slung from one to another and blocked in place with wedges of wood or metal. Each of the trucks had its own brake, manual or steam, which had to be set separately.

That was the job of the brakeman. He'd course up and down the moving train which would be hitting speeds of thirty miles per hour, jumping on and off the loads to set the brakes. Going up

Logging trains at Union Bay, 1921

hills at a grade of nine per cent, they could still manage about ten miles per hour. A guy had to be pretty quick on his toes to keep em all set right. The engineer'd have a system worked out to tell how tight to set em: one whistle, a half turn; two whistles, three-quarter; three, damp em right down.

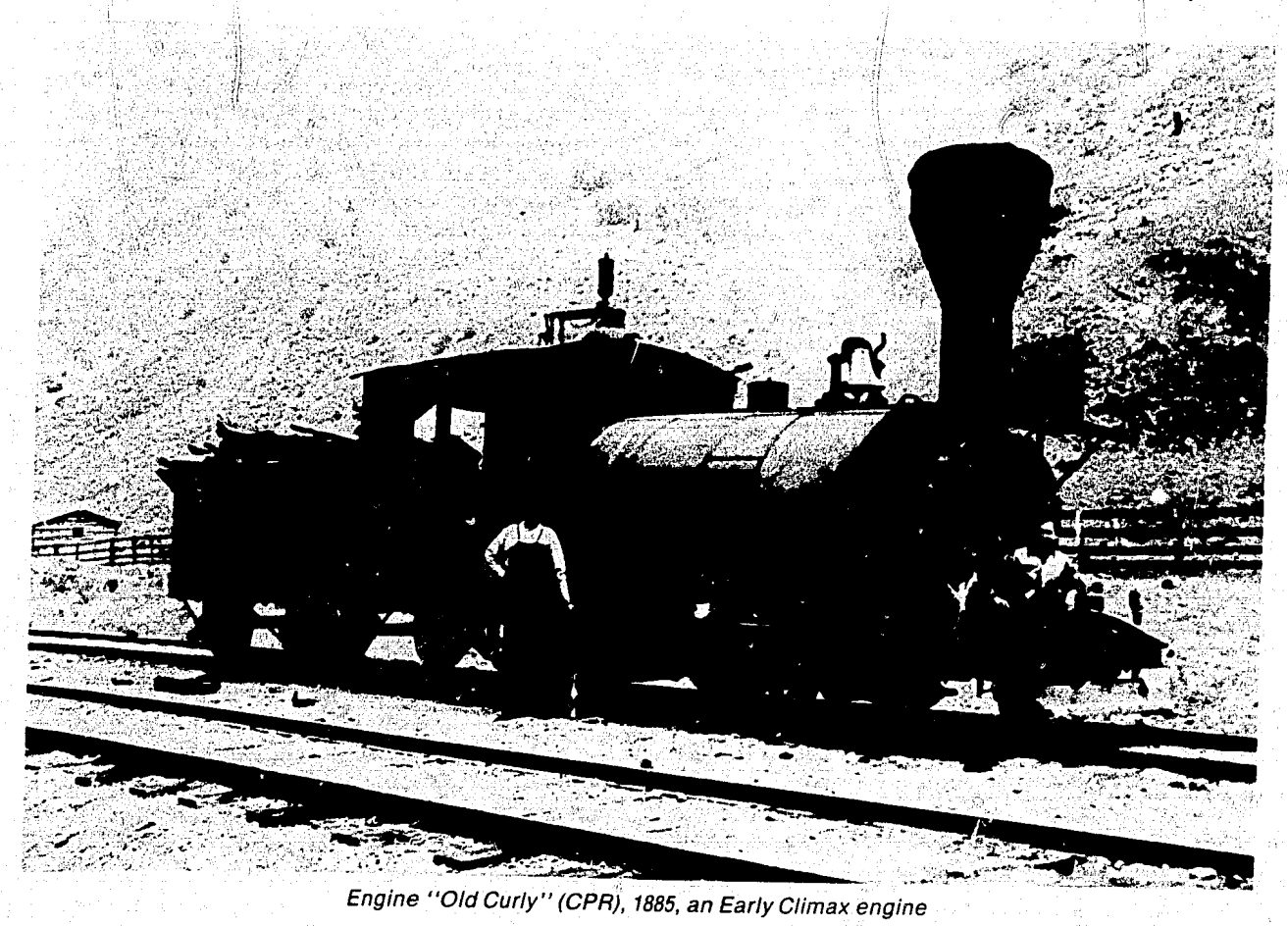
A native carver out near Port Renfrew, Charlie Jones can remember those early days. He used to be head brakeman at Renfew and Jordan River around 1908. He recalls that in the four years he worked on the trains there were five brakemen killed and a bunch more bashed up, losing arms and legs. But the brakemen got good pay, all of four seventy-five a day, or three dollars if you were second brakeman. It was obviously before the Wobblies happened along.

It was the engineers and firemen later on, white folks running on rails laid by Chinese crews, that saw the glamour and glory in it. They seem to like rubbing up against adverse conditions and though they got a little less by the hour than the other woodsmen, they made up for it with lots of overtime, especially if there'd been a wreck or a big fire threatened.

Working the trains really seemed to get into some men's blood. They talk of the thrill of being known up and down the coast, to ride through camp in the cab and have folks wave at you, to sit in and work a shining black Shay, coaxing it up hills with a load no crew had managed before.

Everyone remembers the Shay as their favourite locie. With its three side-mounted cylinders and geared drive-shaft it easily stood apart from its biggest competitors, the Climax and the Heisler. It was called "the eggbeater" and "the cadillac of the locies". It was the pioneer in its field and was made by the Lima Locomotive Works in Ohio. Shortly after the American Civil War, a Michigan sawmill operator named Ephraim Shay designed her to haul logs through the heavy northern winters. She was to see action in a lot of countries, trucking far across the seas to serve in places like Taiwan, the Philippines, Japan, Argentina and Chile.

For Ephraim, "the big problem in logging was, and still is, how to get the logs out of the woods". By 1877, he was using a tram-way to log on, but it was many years and modifications before his engine attained the classic proportions of the Pacific Coast Shay. What set these locies apart from mainland engines was the drive system, which was geared rather than fitted with straight shafts. Universal joints on the shaft let the engine navigate sharp curves. The Shay could turn a 32-degree curve and the Climax, because its drive was right in the center of the axles, could take a 50-degree turn. The Shay with its three cylinders



Engine "Old Curly" (CPR), 1885, an Early Climax engine

was a better steamer; it had more draft, a more constant torque and better starting power. Then there was the works, which were all out in view. It didn't need a pit to do repairs; most jobs could be done in the woods.

The Climax engines were a beauty to watch but rough to run. There was a piston on each side, and as these fired alternately it moved something like a sprinter. Waddy Weeks, who now drives truck for Canadian Forest Products at Port Renfrew, recalls "They were the hardest damn thing on a fellow's body; banged yer kidneys around, shook up yer lungs. It was like riding a jumping horse. You couldn't sit down on em. You get aboard, tucked yer shirt up tight to you, pulled the throttle and you were off, bucking and snorting down the line."

* * * *

If the engine was powered by wood there'd be about five men on a train. There'd be a couple guys to cut and stack the wood; the engineer to direct the operations and drive the train; the fireman to fire the engine, shoving wood into the furnace; and a couple of brakemen to see to it that the train wasn't going to run away down the hill. To get his license to run a train, an engineer had to serve eighteen months firing time. To become a fireman, you had to know someone, and that meant you'd either been on trains before, or you'd been around the woods long enough to make friends.

* * * *

There was a Climax which ran away from its Rat Portage hogger up Indian Arm on its first day of operation, hit a stump, jumped the track and took a swim, leaving only its stack up sucking for air. So many locies and so many stories: The smashup times and the quiet times: brewing coffee in the firebox, getting deer at night in the headlights when the camp meat was scarce, the smell of the warm cedar jam in June night air before fire season shut the woods down, or the sight of a doug fir giant silhouetted in moonlight on a frosty night at winter when the steam from the locie was pumped back into the crummy to keep the loggers from going numb.

But by 1950, those days were just about over. After about fifty years of being the center of operations the locies gave way to trucks, which had first shoved their unwanted and ugly (some would say) mugs onto the scene in the 1920's.

By the '30s only the largest shows kept trains running. Gyppo logging, with its cheaper family labour, shortcuts and trucks, contract logging cut into the train operations. Many things put the locies out of operation. The ad men talked about the versatility of the truck. They were the coming thing; speed was catching on; the style was changing. As the operations moved away from the accessible valleys and shore lands further up into the hills, trucks became more practical. They could take heavier grades faster, providing the conditions were good. Big trestles and the bridge crews were no longer needed.

If a locie was burning wood, you needed men to cut it and stack it and as the timber got more expensive you were burning up the profits as you steamed along. So they figured. Today only one full-time railroad operation remains, up at Englewood. Bob Swanson, one of the people most involved with logging trains over the years, being engineer and then licenser, figures it was a question of style. He points to the Copper Canyon operation where the railroad was hauling logs at $2.60 per thousand and the trucks' costs, spread out over fifteen years came to $15.00 per thousand board feet. Yet the big boys wanted the trucks. MacMillan said simply enough "It's my money. I'll do what I want to do with it."

* * * * *

But maybe there's some . . . kind of loss. Maybe some kind of gain. As the games all get more specialized, with the work done by fewer and fewer men, we've got more time, but life is more homogenized. Men get further from their roots even than the hoggers were. To them, logging was more than a job. The locies were the very spirit of romance and glory. To a native like Charlie Jones who remembers that no white man'd go out on the floats in December the rain was so heavy, and who worked on the trains because it was a job and you had to get your $3.00 a day for grub somehow, there's not so much glory in it. Your life lay elsewhere. For people today, I guess it's something different again, but it's for sure that the white folk who ran them figured the trains in the woods were just about the most glorious place a man could be.

* * * * *

Scott Lawrance, "Railways in the Woods", *Raincoast Chronicles*, pp114-124

THE LABOUR HISTORY ASSOCIATION

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

Objective

To promote and encourage a greater awareness of the working people and their trade unions in Canada, and specifically in British Columbia.

Activities

To publish and distribute three journals and three bulletins for its members and keep them informed as to the availability of other materials, resources and workshops or conferences.

LABOUR HISTORY PSA
Membership Application Form

MAIL TO: B.C. Teachers' Federation
105 - 2235 Burrard Street
Vancouver, B.C. V6J 3H9

Social Insurance Number _____ Mr., Mrs., Miss. Dr., Ms. _____

Surname _____

Given Name _____ Initial _____

Mailing Address _____

City _____

Postal Code _____ School District Number _____

Name and address of school/institution/business _____

TYPE OF MEMBERSHIP

BCTF Members $8 **non-BCTF Members $8** **Students $5**

- ☐ a Full
- ☐ b BCTF Associate Member
- ☐ c Non-BCTF Member
- ☐ d Student
- ☐ e BCTF Honorary Associate Member
- ☐ f BCTF Honorary Life Member

Make cheque payable to B.C. Teachers' Federation. DO NOT MAIL CASH.

Total fee enclosed _____ Cheque _____ Money Order _____

PSA 45

LABOR HISTORY PROVINCIAL SPECIALIST ASSOCIATION BUDGET -- 1981-82

CODE	INCOME			
901	Balance on hand, June 30, 1981			$ (336.90)
	Amount of fees unearned (as of June 15)		$1,267.31	
	a. Income surplus (deficit)		$1,604.21	
903	BCTF grant	139 @ $9		$1,251.00
904	Fees			
	a. BCTF members	200 @ $12.00	$2,400.00	
	b. Student members	15 @ $ 5.00	$ 75.00	
	c. Non-BCTF members	50 @ $12.00	$ 600.00	$3,075.00
905	Other income			
	a. Federal government grant		$	
	b. ERIBC research grant		$	
	c. Sale of resource materials		$1,350.00	
	d. Fund Raising		$1,000.00	
	e. Share of national conference profits		$	
	f. Profit from provincial conference		$2,250.00	
	g. Miscellaneous Interest		$ 50.00	$4,650.00
	TOTAL INCOME			$8,639.10

	EXPENDITURES			
	Meetings			
906	Executive (7)	(2.3%)	$ 200.00	
907	Table officers		$	
908	PSA Council delegate (5)	(0.6%)	$ 50.00	
909	Subcommittees		$	
910	General meetings	(0.6%)	$ 50.00	$ 300.00
	Publications			
911	Journal (2)	(69.4%)	$6,000.00	
912	Newsletter (3)	(3.5%)	$ 300.00	
913	Other publications (1)	(3.5%)	$ 300.00	$6,600.00
914	Conferences and in-service			
	a. Delegates to conferences		$	
	b. Conference development	(17.3%)	$1,500.00	$1,500.00
915	Chapter support			
	a. Travel allowance		$	
	b. Substitute time for travel		$	
	c. Grants and assistance to local chapters		$	
	d. In-service assistance			
916	Affiliate fees and meetings	(0.3%)	$	$
917	Operating expenses			$ 25.00
918	Curriculum development			$
919	Other projects			$
	a. Membership recruitment	(1.7%)	$ 150.00	
	b. Scholarship		$	
	c. Special projects		$	
	d. Honoraria	(0.6%)	$ 50.00	$ 200.00
920	Miscellaneous	(0.2%)		$ 14.10
	TOTAL EXPENDITURES			$8,639.10