

1911

## Bangor Railway and Electric Company Union Spying in October to December 1912

Bangor Railway & Electric Company

Mr. J. R. Graham,

Bangor, Me.

Dear Sir. -

Perhaps you will not thank me for informing you that 17 of your motor men and conductors met at 130 Main St. Room 11, and took early steps toward forming a union. They took their solemn oath that if a single one of them was discharged they would all leave. They are composed of old men, Mc. Juel, Griffin, Nason, Merrill, Merrow etc. Since then they are circulating a paper among they rest inducing them to join.

I at night they met again and ~~revised~~ their charter and also an organizer to be here next Monday. They claim they will walk out in a little while if you fail to recognize this union. All in a body I am only a sympathizer with the Company and it is better I mention no name. And you will find this will come true, and Mr. G. Smith at 130 Main St is the instigator of the whole thing.

Very truly yours  
A sympathizer

**Mr. J. R. Graham, Bangor, Me.**

**Dear sir,**

**Perhaps you will not thank me for informing you that 17 of your motormen and conductors met at 130 Main St. Room 11, and took early steps toward forming a union. They took their solemn oath that if a single one of them was discharged they would all leave. They are composed of old men, McGreal, Griffin, Nason, Merrill, Merrow, etc. Since then they are circulating a paper among the rest inducing them to sign.**

**Last night they met again and sent for their charter and also an organizer to be here next Monday. They claim they will walk out in a little while if you fail to recognize this union all in a body.**

**I am only a sympathizer with the company and it is better I mention no and you will find this will come true, and Mr. G.I. Smith at 130 Main St is the instigator of the whole thing.**

**Very truly yours,**

**A sympathizer**

ASST.SUPT. J.P.C. reports:-

Bangor, Me., Thursday, October 3rd, 1912.

Today on arrival I called on John B. Graham, President of the Bangor Railway & Electric Co. He instructed that an operative come forward to be employed as conductor or motorman on the cars in order to obtain general conditions especially pertaining to union organization.

Later he introduced me to Asst.Supt. McCormack, who has the assignment of employes, and arranged with him for operative R.B.R. to be employed.

I later visited the vicinity of the car barns, also the vicinity of Tusk's jewelry store, for the purpose of ascertaining whatever information possible concerning the employes.

In the afternoon I returned to Mr. Graham's office where I informed him that a suitable operative would report for work on Friday Oct. 4th. Was then introduced to Mr. Corning, Treas., with whom I talked the situation over, and on leaving him returned to Mr. McCormack's office, and he notified me that he would place the operative on the cars as a conductor.

I then discontinued.

Reported  
Boston-10-9-12.  
(T)



Bangor, Friday, October 4th, 1912.

Today I arrived in this city, having left Boston at 10 P.M. yesterday, as instructed. I at once met Asst.Supt. J.P.C. who gave me further details of the matter and arranged that I see Mr. McCormack, Supt. of the road. Mr. McCormack deemed it best to employ me as a conductor as in that capacity I would be likely to come in closer contact with the men.

At 1:15 P.M. having received a badge and purchased a cap I commenced my duties on car #101 under the instruction of conductor W. D. Merrow. Naturally my attention was mostly taken up in learning the various little details connected with the work and beyond a few questions as to where I had come from and why, little conversation passed between us.

Merrow did however make a statement to the effect that there was no union among the men, but that he expected they would be organized in a very short time. Beyond that he made no disclosure and I deemed it best not to appear over anxious or unduly interested and did not press him for further particulars.

At 5:45 P.M. I discontinued work for the day.

Reported  
Boston-10-5-12.

(T)

ASST.SUPT. J.P.C. reports:-

Bangor, October 4th, 1912. (Friday).

Today on arrival of operative R.B.R. i called on Treasurer Corning of the above company, and notified him of operative's arrival; also notified Mr. McCormack, Asst.Supt., who informed me that he would place the operative at work about 1 P.M. I then arranged interview with the operative and Mr. McCormack.

In the afternoon I boarded car for Orono and engaged in conversation with conductor in charge of car but he was reticent regards union matters and obtained no information of interest.

At 7:30 P.M. I met operative R.B.R. and went over the day's work with him and at 8:10 P.M. I proceeded to billiard room at Trask's store, and observed two conductors and motorman seated. I remained talking to them until 9:05 A.M. and then left the place, and proceeded to vicinity of Masonic Building where the union meetings are held, but did not see or hear anything of interest.

I then discontinued.

Reported  
Boston-10-9-12.  
(T)



R.B.R. reports:-

Bangor, Saturday, October 5th, 1912.

Today I resumed at 6:10 A.M., and as yesterday was under the instruction of Walter Merrow. There was nothing much said during the day, Merrow taking it easy, and unless during the busy spells I might as well have been alone on the car. It is very easily seen, however, that there is something on all these men's minds and for some cause which I cannot as yet just determine these men are all talking unionism. I have always replied to any queries as to my antecedents that I was a Scotch Canadian and nearly every employe whom I have been introduced to has almost immediately questioned me as to how the labor unions were up there, meaning Canada, and so on in the same strain. When two or more uniformed men meet there is always a conversation, carried on in undertone, and though there is no apparent suspicion towards me, still being a stranger they are not very ready to include me in their talks. Merrow distinctly stated to me that he is opposed to union labor, and though he would certainly join a union should one be formed he would simply do so because the others did so and not as a matter of principle.

After discontinuing work at 5:45 P.M. with Merrow I visited a saloon on Hodgdon St., where I met and was introduced to John McGreal, and a conductor named I think Driscou. After we had had a drink or two McGreal called the others aside and while I talked with the bartender they had a long conversation. Though I could not grasp and not always hear the subject of their discussion, all I could gather was that he, McGreal, was in communication with some person in New York on whose statements he seemed to place a great deal of importance. It is easy to see that McGreal is the ring leader and will be under all circumstances a hard man to deal with, and it will not only be a matter of difficulty but probably a matter of considerable time before it will be possible to gain his confidence. He appears to be a narrow, self centred, and poorly educated man, but once let him form an opinion and nothing on earth would alter it; whether or not he is sufficiently endowed with the ability to swing all the men or even the majority of them to his way of thinking remains to be seen.

While as yet I cannot say positively, I do not think there is any prospect of a strike in the immediately future, even if the men were fully organized tomorrow. The most spoken of grievance is the fact that the maximum wage, is two dollars and five cents per day reached on the third years service, which considering the high cost of living and so forth is totally inadequate. There are many other matters which are daily brought to my notice, but as I am not fully versed in these yet I will defer comment for future reports.

Reported  
Boston-10-7-12.  
(T)

ASST.SUPT.J.P.C. reports:-

Bangor, Saturday, October 5th, 1912.

Nothing of importance occurred during the day. Matters pertaining to unionism appear to be extremely quiet. I boarded car for Hampden and proceeded to Park St. end of car line. On the same car were several employes of the Street Railway, but the subject of their conversation was baseball, and did not refer to union matters; on my return I talked with the conductor for a few moments, but as he was busy with his duties, I had very little opportunity to approach him on union matters.

In the evening I met operative R.B.R. and went over his day's work, and at 8:40 P.M. I left him and proceeded to the vicinity of Masonic Building. No lights appeared in the building where the union meetings are being held and very few employes of the Railway were at the Billiard hall where they generally meet to play pool and billiards.

I obtained information of no interest.

Reported  
Boston-10-9-12.  
(T)



R.B.R. reports:-

Bangor, Sunday, October 6th, 1912.

Today I continued work but instead of working with Merrow as formerly, I went to work under the instructions of Conductor L. Grant, on the Hampden Line. This early change served as a set back though Grant appears as if he might be a better source of information than Merrow, though he may be not so well informed as the others. Through a conversation he had with Driscoll it seems that there is to be an informal meeting tonight at 7:30 though who was expected to be there or what the purpose was I could not learn.

I have still heard nothing of any preparation for a strike but Grant is inclined to be friendly and may in the course of a day or so confide in me more fully. There is one very good reason why many of them are not very keen to leave work and that the extraordinary amount of dishonesty which can be carried on with seeming impunity. Both Merrow and Grant own or partially own their houses which is rather remarkable considering their maximum wage. In fact yesterday I had one trip on which I collected 104 fares and at its completion Merrow made the suggestion that I split with him on what I made and on my protesting that I had never thought of any such thing he seemed to be more or less amused. While at present I cannot say with any great degree of certainty just how extensive the dishonesty is I am very much afraid that in many instances wages represent only a portion of the actual earnings and for this very reason I am afraid many of them will hesitate a long time before they turn their backs on such a comfortable income.

I am studying this matter fully and will refer to it again in subsequent reports. In the meantime the few men I have already come in contact with all not showing undue haste to make me one of themselves, though I do not think it will be a great while before they do so.

I discontinued work at 6 P.M.

Reported.  
Boston-10-8-12.  
(T)

ASST.SUPT.J.P.C. reports:-

Bangor, Sunday, October 6th, 1912.

Today I visited the vicinity of car station, also Penobscot Park, Hampden, and in the evening was in the vicinity of Masonic Building where I observed a number of men enter and whom I was informed were street railway employes, although they did not wear any uniform.

At 10:45 P.M. a number of them left the building and proceeded along the main street going in different directions. I have noticed that they are not very anxious to talk with strangers and especially on union matters as they change the subject when it is spoken of. There is very little comment among the citizens in reference to the employes of the street railway, organizing, in fact with a number of the men whom I talked with, they were apparently ignorant of any such movement, especially at this time of the year, unless it would occur during Festival which is the last few days of this week.

Reported  
Boston-10-9-12.  
(T)



ASST.SUPT. J.P.C. reports:-

Bangor, Monday, October 7th, 1912.

This morning I talked with Asst.Supt. McCormack also Treasurer Corning concerning matter we have in their interests. I was advised by Mr. Corning that my presence would not be necessary unless later developments warranted my return and he would notify the Agency.

I made two trips to Penobscot Park, Hampden, Me., but obtained nothing of interest to the work, although I ascertained that there was to be an important meeting held at Masonic Hall this evening.

I visited the Trask Billiard room, but found no one there who appeared to be in the employ of the Railway Company. At the car station and McGuire's Cafe where they usually visit both places appeared deserted.

At Masonic Hall I made an effort to enter the hall, but was obliged to be accompanied by an employe of the road. I remained in the vicinity of the hall until they came out at 11:10 P.M., but obtained information of no interest.

They do not loiter about the entrance when they leave, and there is no opportunity to get in conversation with them; earlier in the evening I met operative R.B.R. and went over his work for the day.

Reported  
Boston-10-9-12.

(T)

Bangor, Me., Monday, October 7, 1912.

Today at 7 A. M., I resumed, and was again under the instruction of L. Grant, running between Bangor & Hampden. During the day I did not have much opportunity to hear anything of much interest, although I overheard a conversation between Grant and another conductor #68 or 69, I cannot be sure which, with reference to the meeting of last night, Sunday. It seems to have been a lengthy affair, and has served to show that the men are not all entirely in harmony. This man, whose name I will endeavor to obtain, seemed to have been rather pronounced in some of his statements, and had wanted to know with what body the union now being formed, was to be affiliated with, and so on, ad infinitum.

One thing which is causing a good deal of speculation, is the number of new men who have been employed recently, and it is generally feared that some of the older hands, who have been suspected of having this leaning toward unionism, will be among the first to go. Grant fully expects to be one of the number, as he has already been before the Manager on this matter.

After quitting work, I spent an hour in Grant's home, where I managed to glean a little information. All the men who have steady day runs attend these meetings, which are held in the Masonic Hall. In spite of the fact that there was one held last night, there is to be another tonight at 8.30. They are being organized by the same organizer who led the Boston Elevated men in the formation of their union, but what his name is, I could not learn from Grant. He does not think that they will ever go the length of having a strike, but they are trying to bring into existence a grievance board, who will make it their duty to right or attempt to right a great many grievances which exist, or they imagine exist; but the main object will be to have a general all round increase of wages. They seemed to get a great deal of inspiration from the result of the Boston Elevated strike. Grant has suggested that I become one of them; that I be admitted to their meetings, and in the course of a day or so, I will be granted this favor.

It is unfortunate that tomorrow I resume work with Merrow, as Grant would, I believe, have proven an invaluable source of information, but doubtless by exercising a little patience and tact, I will be able to accomplish all that is desired. They are being extremely careful, and are showing a certain amount of caution, towards all new hands. I discontinued work at 6 P. M.

Reported,  
Boston, 10-9-12-L.



R.B.R. Reports.

Bangor, Me., Tuesday, October 8, 1912.

Today I resumed on the loop line at 7.15 A. M., being again under the instruction of W. Merrow. Merrow is not so communicative as Grant, and is hard to extract information from.

The meeting held last night resulted in nothing, as only a very small proportion of the regular members turned up, and as a result no definite progress was made.

When Merrow made the remark some days ago, that he was not greatly in favor of organized labor, I thought he was simply "bluffing," with the object of hearing me express an opinion, but on better acquaintance, I believe he fully meant what he said. He, like a good few others, realize that the conditions on the road might be a good deal worse, and though a higher standard of pay would be appreciated, there are very few who would be willing to risk their jobs for the sake of an extra twenty or twenty-five cents a day. This State & Garland St. line, is about the best adapted for giving play to dishonesty tendencies I ever saw. Today, for instance, Merrow had his father, wife and grand-daughter ride on his car a complete round trip without paying a single nickel, and although I am not as yet very well acquainted, I can say safely that it is a faithfully observed rule with the conductors, that uniformed employees, their wives, daughters and sweethearts, are at liberty to ride any time they want to, and as often as they have a mind to. There does not seem to be much checking done, and this the men know full well.

There is to be another meeting tonight, and efforts are being made to get as large attendance as possible. I have not been asked to attend any of their meetings, and doubtless it will be some little time before they do so, as it is a recognized rule, that only the oldest men in point of service are in the meantime to have any say, and even they do not seem to be able to come to a good working arrangement.

I discontinued work at 5.45 P. M., and although I spent a little time and some money with Merrow, I learned nothing further.

Reported,  
Boston, 10-10-12-L.



## R.B.R. Reports.

Bangor, Me., Wednesday, October 9, 1912.

Today I resumed work at 8.30 A. M., but was again transferred being now on the Bangor & Old Town route, under the instruction of Fred Merrill. It will be readily seen that these changes from one man to another is rather a severe handicap, so far as acquiring information is concerned, and what I do hear, especially in cases like today, is just through being on the rear end of the car while the matter is being discussed. I understand that the changes cannot be helped. While going along State St., today, a man boarded car, and, after a few cursory remarks, the matter of the union was brought up. Merrill seemed to be satisfied the way things were progressing, and further stated that within the next ten days, matters will be at a point that they will be able to go to the Company with a clear and concise statement of their grievances and demands, and should the Company not yield, the matter will be "put upon the table for a month or two," then again brought up, and in this way they hope to eventually obtain the advantages they seek. Although nothing has, of course, been decided, yet I gather that the demands will be for a nine hour day, the maximum wage, two dollars and twenty-five cents per day, and unreserved recognition of the union. He, Merrill, considers that judging from the profits the Company made last year, and in fact the last few years, there is no reason why the wages could not be increased to this amount.

There is to be another meeting held tonight. There is no talk of a strike, and unless there is a very drastic change in the attitude of the men, it is unlikely there will be one this Winter, although it greatly depends on what the attitude of the Company is when approached. I discontinued work at 7.30 P. M.

Reported,  
Boston, 10-10-12-L.



## R.B.R. Reports:-

Bangor, Me., Thursday, Oct. 10, 1912.

To-day I continued at work, still being on the Orono and Old Town line under the instruction of Fred Merrill. Until such time as I am "turned in" as a full fledged conductor I will not be admitted to the union. I have been asked by several conductors if I will be willing to join and have expressed very little interest, so that when the time comes I do not anticipate but that I will be welcome.

Merrill tells me that two thirds of the men are now members of the union, but I have also heard that only five or six have refused to join. The latter statement was made by both Merrill and conductor 34. One of the injustices which they lay great stress upon is in the matter of rear end collisions. It seems to be a rule of the Company when a collision occurs of the kind, to discharge either one or both motormen concerned, without inquiry as to the circumstances, and this is one of the points on which the management will be approached.

It also seems that some time ago, the General Manager had had a dozen or so of the leading spirits before him and had promised that if they let matters rest as they were until January 1st, conditions on the road would be improved to an extent that would eliminate all possible reason for complaining. However, this has not satisfied the men, in fact, has had the reverse effect, as they are now asking why these improved conditions could not have been made before the formation of the union.

A local newspaper, a week or so ago, published a statement showing that the Bangor Company, as a whole or the street railway, had cleared a profit of about a hundred thousand dollars, and this seems to all to be a very good reason why their wages should be raised.

From a conversation which I overheard between Merrill and his motorman, I believe an effort is either to be made or has already been attempted to get the men at the power station either to join the union or to make an agreement to act in consort, but I could not quite follow the conversation and was unable to get the gist of it.

In the evening I took Grant's car and ran one trip from the festival, remained in the barn during the evening but obtained no information.

I discontinued work at midnight.

## R. B. R. Reports.

Bangor, Me, Friday, October 11th, 1912.

This morning I resumed work on the Oldtown line under the instruction of Merrill. Owing to the fact that last night all employees were at work running special cars to and from the auditorium, there was no union meeting and therefore no new developments of any kind.

It is generally believed that in a very short time a number of the men who have made themselves prominent in union matters will be discharged and should this occur it will certainly mean trouble as it has been arranged that a committee will be formed who will immediately take the matter up with the company.

The newly formed organization is not in favor of strikes, and the men claim that they are without exception entirely opposed to this method of enforcing their demands, still it is almost wonderful how confident they are that they can obtain all the improved conditions they may desire.

Reported.

Boston 10:14:12:H2



R.B.R. reports:-

Bangor, Me., Saturday, October 12th, 1912.

Today I was again at work with Fred Merrill on the Bangor & Oldtown line. During the day however we had very little time or opportunity to discuss anything apart from the work. There was no union meeting last night on account of the extra work in connection with the Musical Festival and for the same cause there is none tonight.

Merrill expressed great pleasure in the fact that they are now fully organized and hopes that the sixty-five members will succeed in holding together in harmony and if so there is great expectations that the benefits will be manifold.

So far as I can learn no definite programme has been made out, though the incoming week, may see some definite arrangements made. The initiation fee is one dollar and at the present the monthly assessment seventy-five cents.

The general belief is that in a very short time they will be strong enough to force the company to concede to any demand they may make, without having to resort to a strike.

As things are at present a strike is about the last thing, though the organizer, is still here, so naturally it would be hard to prophecy what might happen in a week. At 7:30 P.M. I discontinued work for the day.

Reported  
Boston-10-15-12.

(T)

R.B.R. reports:-

Bangor, Me., Sunday, October 13th, 1912.

Today I continued but was on the Hammond and Centre St. line under the instruction of David Rice. I did not succeed in obtaining much information from him regarding union matters beyond what I have already learned and reported.

There being no meetings held leaves matters practically at a standstill and none of the men seem to be able even to surmise. Rice like most of the others believes that there never will be a strike as they are not strong enough numerically to bear the company should it ever come to a real test. This completes my breaking in and now I should be capable of taking a car the same as any other conductor and in the course of this week or next it is probable that I will be approached to join the union, though they certainly exercise great caution.

Union matters are never discussed freely and even when two or three gather in the pool room below the waiting room these matters are never openly discussed. I discontinued work at 5:35 P.M., but during the evening did not learn of anything worth repetition.

Reported  
Boston-10-15-12.  
(T)



R.B.R. reports:-

Bangor, Monday, October 14th, 1912.

Today, having completed my course of instruction, I was not at work. During the day I was interviewed by Mr. Johnson, the Supt. of the road who briefly instructed me on any matters previously omitted.

Towards 6 P.M. I met a number of the men, including Chrystal, McGreal, Merrow, and several others. There was little union business discussed and the only new point I learned was that in course of time they intend to make it a rule that every man working on the road shall be a member of the union, whether he be motor-man or conductor. They intend to do their utmost to make this a hard and fast rule. Merrow suggested to me that when the next meeting was called, if I did not happen to be working that evening that I might come up and after a little hesitation I promised that I would.

I hung around the pool room most of the day but did not learn anything of interest, other than reported.

Reported  
Boston-10-16-12.  
(T)

R.B.R. reports:-

Bangor, Me., Tuesday, October 15th, 1912.

Today I commenced work at 10:55 A.M. and was employed from then until midnight with short interval for meal. This being my first day out entirely alone and had as much as I could do to keep things running smoothly. I did not however experience any kind of trouble of any kind.

Preparations are being made to hold a meeting of the members of the union as soon as a reasonable number can be gotten together though nothing very definite has been decided. There seems to be a sort of lull in union matters at present.

Reported

Boston-10-17-12.

(T)



R.B.R. reports:-

Bangor, Wednesday, October 16th, 1912.

Today I resumed work at 5:30 A.M. and was at work as conductor on the car on which John McGreal is motorman. I have hitherto been of the opinion that McGreal would be a stumbling block in the way of obtaining entrance into the newly formed union but today I made a little progress towards winning his conversation and do not think he will be a very difficult subject to handle.

He questioned me very closely, as to my antecedents and seemed satisfied with the answers and explanations which I gave. He was very curious to know whether or not Mr. Johnstone questioned me in any shape or form about union matters during the interview I had with him on Monday. He further told me that they knew in the office that he had been prominent in the formation of the union, and that they considered him "an awful devil". He added that it was a wonder they did not discharge him but that the company were afraid of the consequences. McGreal claims that every man has a right to please himself and there was no reason why a body of men such as they were should not organize for mutual improvement if they so desired.

There is to be no meeting this week and therefore unlikely that there will be any new developments. I discontinued work at 5:15 P.M.

Reported  
Boston-10-19-12.  
(T)

R.B.R. reports:-

Bangor, Thursday, October 17th, 1912.

Today I reported for work at the car barn at 5:35 A.M. and was again conductor on the car on which McGreal is motorman. Early in the day considerable talk started on account of the fact that three conductors were listed to appear before the Superintendent and about noon it was learned they had been discharged. The reason given was unsatisfactory work, though I have no doubt dishonesty was the real cause and among the men the same opinion prevails. At noon there was considerable discussion and some were inclined to think that this was just a preliminary smash at the union and in course of time the charter members would receive the same treatment. Among the older and more experienced hands however the feeling seems to be that the men have only got what they deserved.

Jellison A made quite an outcry, and seemed to think that the union should take the matter up with the company, but when McGreal, Driscoll (or Chrystal) and I were talking over the matter in the evening McGreal stated that it was entirely improbable that anything more would be said one way or the other. There have been no more union meetings and nothing new along that line.

A little incident occurred today which will serve to give an idea of the attitude of the men. Conductors make up their daily reports and with their daily reports and with their cash turn them in. After these are audited a slip is made out and given to the inspector who collects or refunds the amount of any error. I was telling Driscoll that I had had to pay 20¢ and he told me that it was the biggest piece of humbug ever perpetrated on the men and asked me if I knew how to make it up to which of course I replied that I did. I do not believe there is a conductor on the road who has the slightest compunction about "knocking down" every possible nickel they can and if taxed with this fact would excuse their actions by reference to the smallness of the wages paid.

While at the theatre with Grant tonight I made this remark and he quite readily admitted it was true. I discontinued work at 5:15 P.M.

Reported  
Boston-10-19-12.

(T)



R. B. R. REPORTS.

Bangor, Me, Friday, October 18th, 1912.

Today I reported for work at the car house at 8-45 A. M., and was at work the whole day until 9 P. M. excepting an interval for dinner.

I ran with a motorman named Crow the greater part of the day, but as for various reasons, we had difficulty in keeping to schedule time, I had no opportunity to have any conversation with Crow.

I did learn however that he is not a member of the union and was opposed to labor unions as a matter of principle. Grant travelled on my car and told me there was a meeting of the union members, but there seemed to have been no interesting developements and nothing which Grant seemed to think worth mentioning.

After I discontinued work, I saw none of the employees.

Reported.

Boston 10-21-12-H2

## R. B. R. Reports.

Bangor, Me, Saturday, October 19th, 1912.

Today I reported for work at 5-30 A. M. at the car barn, but did not take out a car until 1 P. M. when I ran the Football Extra to Orono. Number 85 was the motorman, but although we had a two hour's layoff at Back's Switch, as we were strangers to each other, I did not succeed in obtaining any information from him. I have heard of nothing new concerning the union, though as a matter of fact, I have seen very little of any of the prominent members. There is however, a good deal of uneasiness apparent, and much more is being said regarding the dismissal of the three men than one would expect under ordinary circumstances

Opinion is very much divided, and it would be hard to describe just exactly what the feeling is. I have watched carefully the different opinions I have heard expressed, among the conductors, including Lambert, Morrow, Driscoll, Grant and Rice and others whom I don't know very well, they seem to have the feeling that being all as much guilty as the ones dismissed, they are likely to be dismissed any day. In this way, they believe the company are hoping to sap the strength out of the union, and this has been done at this time with that object, solely. Grant has told me that as matters stand at present, they are afraid to accept any new men into the union, in case their plans reach the ears of the board of directors. All in all they are in a quandry as to how they should proceed for in spite of the fact that they are organized, they do not feel that they are as strong as they anticipated and the leaders are afraid that it is going to prove difficult to keep the younger and weaker members satisfied.

When two or three cars meet at the square if there is a minute or two to spare, there will be a short consultation, especially among those whom I have mentioned herein. Sometime ago the Inspector(Christ) had made a remark to the effect that they(the company) had seventy five men whom they could hire at a moment's notice and while this is looked upon as an absurdity, still they always seem to have it in their minds. I discontinued work about 7 P. M. and did not see anyone during the evening.

Reported.  
Boston 10-22-12-H2



R. B. R. Reports.

Bangor, Me, Sunday, October 20th, 1912.

Today I reported for work at 7 A. M. at the car barn and was at work on the Centre Street loop until 5-35 P. M. Caswell was the motor man, but we had no opportunity for conversation during the day. I was unable to see anyone during the evening and therefore obtained no information of any kind.

Reported.  
Boston 10-22-12-H2

R. B. R. Reports.

Bangor, Me, Monday, October 21st, 1912.

Today I reported for work at the car barn at 8-45 A. M. and was employed until 9 P. M. on the State Street, loop. Emery was the Motorman, but is by no means useful as a source of information. I learned of nothing new, and so far as I know there has been no further developements in union matters. Working until 9 P. M. or later, makes it extremely awkward to obtain information, though naturally there is no way it can be avoided.

Reported.  
Boston 10-23-12-H2



R.B.R. reports:-

Bangor, Tuesday, October 22nd, 1912.

Today I reported for work at 10:15 A.M. and was employed most of the day with motorman Emery. While in the pool room before starting work I heard considerable talk. There have been three or four men dismissed recently and some have left of their own accord. These men spend considerable time at the pool table and seem bent on sowing discontent amongst the employes. At the present time there is very little loyalty exhibited towards the company and McGreal. Driscoll, Grant and several others seem just simply waiting to see how far the company will go.

A dismissed employe, Armitage by name, declared today that any man who was up before the Supt. for any cause once he admitted he was a member of the union was dismissed without further parley. According to Armitage's statements Johnson and he had had a very heated argument which he repeated in the pool room for the benefit of all.

I have heard very little the last few days regarding the union, though as a matter of fact I have had awkward runs, which have kept me at work at the very time when most prominent union men are off duty.

I discontinued work at midnight.

Reported  
Boston-10-25-12.

(T)



R.B.R. reports:-

Bangor, Wednesday, October 23rd, 1912.

Today I reported for work at 10:45 A.M. and was employed on State St. Loop until 11:45 P.M. There was very little to be learned though in spite of the fact that two printed notices have been posted in the room below the waiting room asking ex-employees to keep out there are still quite a number who frequent this place. Two men were listed today for interviews with the Supt. which naturally caused a lot of talk. Wilson for failing to stop for a passenger at the proper place; but Driscoll would not say what he had done. Wilson gave vent to an expression which is very common amongst all employees and which is generally accepted as a fact, viz: that the company run their cars to please the people of Bangor and not in a business way or according to their own wishes. There is at all times a great deal of friction between the patrons of the road and the conductors and unquestionably the latter are not always to blame and when they are reported and brought before the officials they resent it keenly. One of the most common sources of trouble is that for some reason nine out of every ten men persist in travelling on the front or rear vestibule and it is almost impossible to induce them to accept seats inside the car. Take for instance the cars between Orono bridge and Bangor; I have seen repeatedly seven, eight and nine men out front with the motorman, crowded so that every time the car gave a lurch they would be thrown against him, making it hard for him to handle either controller or brake or to give proper attention to the bells. Nearly all motormen complain about this and would gladly welcome some remedy. On the rear platform the trouble is far worse. During my own experience I have found time and time again the rear end with seven and eight men with plenty of room inside. Should a woman, however old or feeble she may be, want to get on or off she has to wrestle her way the best she can, and on alighting should she find herself not exactly at her desired destination or exactly in a pool of rain water her temper becomes ruffled and the unfortunate conductor is the one to blame. After collecting fares the conductor has no alternative but to stand inside the car or partially inside and after dark or in wet weather it is impossible for him to tell exactly where he is and as a result passengers are carried beyond their streets, and finally when starting the car, especially where there is a single track and both doors are open as it is impossible to see both sides the car is liable to move off, then there is trouble all around.

Wilson's case brought up all these matters and all the men consider that when a case of this kind crops up they are shown no consideration and the facts I have herein mentioned are never taken into account. It is one of the main objects of the union and it is generally believed that in time they will succeed in eliminating many of those annoyances and also when there is a complaint have a fair and impartial hearing. I discontinued work at midnight.

Reported  
Boston-10-26-12.

(T)



## R. B. R. Reports.

Bangor, Me, Thursday, October 24th, 1912.

Today I reported for work at the Square at 10-45 A. M. and was employed throughout the day on the State Street, loop. There has been no further meetings of the union, but I have learned from various sources, especially through Driscoll and motorman #75 that it is largely on account of the motormen that any agitation has been started. Both these men declare that there is not a conductor on the road who cares a rap whether his wages are raised, as they can easily have as much or as little pay as they want.

While this may seem like a far fetched statement, I believe it is strictly true. The conductors are all or with very few exceptions perfectly well satisfied with the total amount of their yearly earnings. Talking with #75 he said that in the event of a strike, the company could very easily fill the places of the conductors, but to get men for motorman, who were getting anywhere from 22 to 27¢ an hour on other reads, would be almost impossible.

I am listed tomorrow for the Hammond Street extra, a car which is run for three or four hours in the busy part of the day. I have noticed that this run was always disliked, but at the same time was looked on as a joke, but only by those who did not happen to have the run. I learned from conductor Cameron today that the reason for this feeling was simply because there was "no money on the run".

It is also a fairly common custom for the conductors to treat their motorman daily or in some cases after spell off duty, either to beer or to a light lunch and the motormen seem to consider that they have a perfect right to have it.

I discontinued work at midnight.

Reported.

Boston 10-28-12-H2



R.B.R. reports:-

Bangor, Friday, October 25th, 1912.

Today I reported for work at the car barn at 8:40 A.M., but did not take out a car until 4:30 P.M., when I ran the Hammond St. extra until 7:30 P.M. I had of course ample opportunity to talk with numbers of the men and though it is hard to obtain much news regarding the union for the simple reason that there is very little being done at present, there is always more or less talk and considerable speculation as to what is likely to happen during the next few months.

I have always made it a point when asked how I liked my work to make some kind of grumble about the smallness of the wages, which really has the desired effect of producing some talk regarding the union. From the older men such as McGreal, Merrill, Merrow, Rice and Grant no definite statement can be secured, as they are mostly shrewd and cautious as to what they say for as a matter of fact, nothing yet has really been decided. Since the formation of the union there has only been one meeting, but during the next two weeks they intend arranging another at which efforts will be made to have any employees including myself who are not at present members to become so after which plans will be made to have the several matters for the betterment of the conditions of the men taken up with Mr. John R. Graham, whom it is expected will have returned to Bangor by that time.

There are various opinions as to what will be the first concession asked for, but I have the authority of Merrow and Grant that it will be a minimum wage of \$2.25 and considerably more for the men who have worked for the company for a number of years. The impression prevails that the Portland Street Railway is under the same ownership and management as the Bangor railway and that the minimum wage there is 22¢ per hour so that there is no reason it is argued why the Bangor men should not receive the same amount. I asked Conductor David Rice what would happen in the event of the grievance committee meeting with a point blank refusal, and he promptly told me that the question was about as foolish as a man on the rear end working for a \$1.85 a day. There is no talk of a strike because it is the opinion that the demands made will be granted without resource to any drastic measures. If they should be refused they consider that they will have sufficient support from the other street railway employees to force the company to comply with their wishes.

Reported  
Boston-10-28-12.

(T)



R.B.R. reports:-

Bangor, Me., Saturday, October 26th, 1912.

Today I reported for work at the car barn at 8:40 A.M. During the afternoon I ran on the extra cars to the Football grounds and later an extra to Hampden. I was a good deal in the company of DeWitt, and Humphrey, conductor and motorman respectively. The first named was very communicative and when union matters cropped up and I hinted that I did not think they were likely to gain much by the organization he at once offered to lay a bet that before two or three weeks were over I, along with the other substitute men, would be receiving two dollars and twenty five cents a day. DeWitt, judging from his subsequent remarks, must be a fool. He told me that sixty-nine out of ninety-four men employed by the company were at present members of the union and that at the next meeting the number of members would be very much increased. He declared most emphatically that the men in the power stations were all members and were pledged to support the car men to the limit. I suggested that he was either fooling himself or trying to fool me, but he was very earnest and claimed that he knew and further stated that in the event of a strike they would tie up the town so badly that in a day the company would be on their knees begging them to come back. He also stated that the organization was affiliated with the International Workers of the World and on that body they could depend for support in the event of a struggle. However I doubt very much if too much reliance ought to be placed on DeWitt or his statements as I formed the opinion that he was as a whole rather a poor specimen. Discussing the wage proposition DeWitt said it was a poor day when he could not clean up from two to two and a half dollars apart from his wages and gave me as an instance the day before (Friday) when he was at work on the State St. loop, that he made exactly two dollars and forty cents. He considers that the State St. loop is exceedingly adapted for knocking down fares and in this at least he is correct. Even after we had run the few trips to the football grounds, he made his boast that he had made a dollar and a half, but as the cars doing these trips only averaged about 150 or 160 passengers apiece I question very much if this was not exaggeration. I jokingly remarked that a man making as much money as he was had very little cause for making a complaint for more wages, to which he smilingly answered that he did not care whether he got more wages or not.

I believe that eight out of every ten conductors if they could be prevailed upon to express their sentiments would say the same thing. Therein lies the greatest weakness of the men's organization, for the motorman and car house hands realize only too well that the conductors are not likely to take much risk of losing a job where money can be made so easily. Boulter and McGreal are two men who have both expressed this opinion either to me or in my hearing.

Walter Merrow is a prominent member of the union, but always expresses himself as opposed to a strike. What reason he has for holding this opinion he has never told me. But he has been a conductor for twelve or fourteen years, and for a number of years on the State St. loop, owns his own house, smokes ten cent cigars, at dinner time and when quitting work buys one or two glasses of beer for himself, and his motormen Runnells; dresses well as does his wife, and



can take one or more days off a week, and occasionally plays a game of pool on the wager of a dollar, especially with conductor Lambert, so that it is hardly to be wondered that he should be opposed to anything that entailed the slightest risk for his job.

There are many other conductors of whom a similar remark could be made, so that should a strike take place it will be by the motormen and for them, though of course the conductors may come out as a matter of form, and in sympathy for those unfortunates whom they deem so foolish as to work on the front end of a car.

I discontinued work for the day at 9:30 P.M.

Reported  
Boston-10-28-12.

(T)



R.B.R. reports:-

Bangor, Me., Sunday, October 27th, 1912.

Today I was not at work, but spent a goodly portion of my time in the pool room below the waiting room. The only two whom I found there to any great extent were Merrow and Lambert, both conductors who by the way were busily engaged playing pool for a dollar a game. I learned nothing new regarding the union and for the time being this matter seems to have rather lost interest with these two men at least.

I had arranged to spend the evening with Grant and his wife, but owing to shortness of men we were both detailed to run extra cars on the Oldtown line which naturally upset arrangements. As a whole I was unable to make any progress during the day.

Reported

Boston-10-30-12.

(T)

R.B.R. reports:-

Bangor, Monday, October 28th, 1912.

Today I reported for work at the car barn at 8:40 A.M. and later ran in place of Conductor Avery on the State St. loop. Very little occurred out of the ordinary and though I spent a little time with McGreal, Lambert and Driscoll there was little talk regarding union matters. In view of notice which was recently made calling attention to rule five it might interest the company to know we were in a saloon in uniform busily engaged throwing dice for a quart bottle of whiskey.

There was considerable talk regarding the collision between a car and team in which the teamster was killed though neither the motorman Emery, nor Severance, the conductor, had a great deal to say either about the accident or its cause. Most motormen however agree that from Fourth to Main St. on Union St. is about the worst stretch of road on the system. They claim there is an unnecessary number of stops and that there is not enough time allowed to cover the distance from the switch at Chatham St. to the waiting room. This combined with the darkness of the street and the number of short steep hills is considered just reason or excuse for any accident which might take place.

There is a persistent rumor that the road is about to be sold and that a New York Company is in negotiation for the entire equipment. I discontinued work at midnight.

Reported  
Boston-10-31-12.

(T)



R.B.R. reports:-

Bangor, Me., Tuesday, October 29th, 1912.

Today I reported for work at 5:30 A.M. and was employed as substitute for Driscoll on the State St. loop. The motorman #27 is hard of hearing and cannot be conversed with, with any degree of satisfaction.

I spent the evening with Louis Grant and his wife, but Grant tells me there is absolutely nothing being done at present by the organization. The committee are to get together some night this week and arrange for the next meeting of the union. Beyond this there was little of interest occurred during the day and nothing said worthy of repetition.

Reported

Boston-10-31-12.

(T)

R.B.R. Reports:-

Bangor, Me., Wednesday, Oct. 30, 1912.

I reported for work this morning at 5.30 and was again at work on the State St. Loop as substitute for Driscoll.

At present there is absolutely no news regarding the union and for the time being at least, interest in the organization is very slight. The rumor that the road is about to change hands, is still current, the reason given being that the Company has had or is having some difficulty with the city officials regarding the use of the streets, and that the Company is slowly but surely being forced to sell out. A New York company is the prospective purchaser, which, of course, means new roads, new equipment and ideal conditions of labor and remuneration for the employees. At least, that is what one would gather from the general run of conversation.

Two more accidents, one of them somewhat serious, has started an epidemic of grumbling, mostly directed against the equipment. Nearly all of the cars are equipped with hand brakes, which are never in the best of order, and that the rails are in a deplorable condition. Along State St. from Grove to Fern Sts. is about the worst stretch there is, and I can safely say there is not a day while I have been on this run, that there has not been numerous complaints; some of them very bitter and emphatic. The motormen consider that in fairness to them something ought to be done to improve the tracks for as they are at present, it is physically impossible for a man to work seven days a week without serious injury to himself.

Reported  
Boston 11/1/12 -B-



R.B.R. Reports.

Bangor, Me., Thursday, October 31, 1912.

Today I reported for work at 5.30 A. M., and ran on the State Street Loop with a new motorman named Cooper. Cooper has been approached by McGreal to express his opinion of the union, and whether he would care to join in with the others, but Cooper, from his talk, seems to be opposed to labor unions, and is not likely to join. I have been with several of the other men, including Driscoll, Merrow and McGreal, but so far as I could learn, there has been nothing further done, and no developments of any interest.

Some one or other of the employees have heard from some very reliable source, that John R. Graham made a confidential statement to some one of his friends, that as soon as matters were "straightened out," he would raise the men to the same standard of wages as the other street railroads in New England, and there is a general feeling that he will do so. Very little is being said at present, one way or the other, and the tendency seems to be to let the matter drift, as the very fact the the Company is fully aware that an organized effort will be directed against them, whenever matters are at a point where the men must assert themselves to gain their demands, is deemed sufficient for the present.

I discontinued work at 6 P. M.

Reported,  
Boston, 11-5-12-L.

*Hodgins R.*

R.B.R. Reports.

Bangor, Me., Friday, November 1, 1912.

Today I reported for work at 7 A. M., and was employed on car running between Bangor & Orono. I did not leave work until 9.40 P. M., and did not have any opportunity to see anyone, and learned of nothing of any interest.

Reported,  
Boston, 11-5-12-L.



Bangor, Me., Saturday, November 2, 1912.

I did not go to work today until 1.30 P. M., and then ran extra car to football grounds, then relieved Smith R., and ran on the Loop until midnight. During the forenoon I mixed freely with the men, and took part in one or two discussions on sundry matters connected with the Company. I had an opportunity to ask motorman G. Lawrence, if it were the case that the men at the power station were connected with the union, but as far as he knew he said they were not. Lawrence is of the opinion that there is not and never will be the slightest prospect of a strike, as it would be impossible to gain anything. He claims that if the Company would raise the pay of the motormen alone, so far as the conductors are concerned, not another word would be said.

DeWitt was again very much in evidence, and took particular pains to impress upon Husy and myself the unusual opportunity the football extras afforded, to make a little easy money. I happened to be assigned to open car #5, and DeWitt called me aside into the list room, and asked me if I knew how to work the register. On replying that I never had had this car before, he explained that if I rang in a number of fares at once, and pulled the register cord sharply and in quick succession, I would skip two out of every five fares. I did not seem to be able to get quite the knack of this, although on other cars it can be done, and done with impunity. Take for instance car #72; the register is operated by rod in centre of car with straps at intervals. Some of these straps operate the register perfectly, but others do not, and by giving a long slow pull the fare is to all appearances registered, as the mechanism gives an audible click, the red screen drops, but does not rise. When the next fare is collected, a sharp pull releases the register, rings the bell and shows one more fare rung up, although two have actually been collected. Cameron, who runs on the Hampden line is positively expert at this. I traveled up Main St., on car #36 with him today, and watched him collect fares, but several times he would only draw his hand down the register strap with sufficient force to cause it to make a noise which would satisfy the average passenger that his fare had been recorded, but actually the cogs of the register had never moved. The bells on some of the registers never ring, and on one car, #18, the register has some figures missing. A man named Williams, started work about two weeks ago, and was so short of funds that he could not purchase a uniform cap, at least so he claimed. He cannot as

yet have drawn more than one week's pay, probably not even that, yet since he finished his breaking in period, he has not only purchased a cap, but a complete uniform, smokes cigars when off duty, and generally is having a good time. He makes no secret of how he does it.

Reported, until midnight. During the Forenoon I visited freely with Boston, 11-5-12-L.

I did not go to work today until 1:20 P. M., and then ran extra day to football grounds. I arrived about 11:00 A. M. and ran on Reported, until midnight. During the Forenoon I visited freely with Boston, 11-5-12-L. I had an opportunity to see the man at the office who was connected with the company. He said that the man at the office who was connected with the company, but as far as he knew he said they were not. I am of the opinion that there is not and never will be the slightest prospect of a strike, as it would be impossible to gain anything. He claims that if the company could make the day or the day, alone, as far as the company are concerned, not another word would be said.

Before the game was over I saw the man at the office who was connected with the company. He said that the man at the office who was connected with the company, but as far as he knew he said they were not. I am of the opinion that there is not and never will be the slightest prospect of a strike, as it would be impossible to gain anything. He claims that if the company could make the day or the day, alone, as far as the company are concerned, not another word would be said.



R.B.R. Reports:-

Bangor, Me., Sunday, Nov. 3, 1912.

To-day I reported for work at the car barn at 8 A.M. and took F. Merrill's run to Orono. During the afternoon I ran between Orono Bridge and Old Town, returning to Bangor at 7 P.M.

I had no opportunity during the day to see any other employes and learned of nothing of any interest.

Reported  
Boston 11/6/12 -B-

Dr. White

Cameras

Walker Messon Change buffers

(Fred Merrill)

Vacuum Cleaner  
Brake

Good m

Giffen m

Ben Hutton

Rice c

Guth c

Henry and Bass

Onsant c

Killey c

Lambert c

Irvin Smith

R.B.R. Reports:-

Bangor, Monday, Nov. 4, 1912.

To-day I did not start work until 6 P.M. and then took Avery's place on the State St. Loop until 11.45 P.M.

There was a short meeting held tonight of the officials of the union, including McGreal, Lawrence "S", Rice and Grant, but so far as I have heard, nothing was done and no plans of any kind have been formulated. Conditions remain about the same and very little of interest takes place.

Spending the day as I did in the poolroom, I heard most of the discussions though few references were made to the Company or its interest. Motormen grumble a good deal about the condition of the rails on State St. and claim that the severe jolting which must be undergone on this bit of road, is extremely hurtful to their kidneys and other remote parts of their anatomy which causes them to lose a great deal of work, which could very easily be avoided. These motormen at no time show the slightest loyalty towards their employers and their most earnest hope is that the Company will change hands soon. The motormen are willing to go any length to obtain a raise of pay, but nine-tenths of the conductors are opposed to any measure which is likely to cost them even one days work.

It is interesting to watch the attitude of the men towards their days work. Should a regular or day man want a few hours off duty and require a spare man to take his place, he considers the substitute is the one who is under the obligation, and as every run has a distinct value there are certain men whose work is eagerly sought after.

I discontinued work at 12 Midnight.

Reported  
Boston 11/7/12 -B-



R.B.R. Reports:-

Bangor, Tuesday, Nov. 5, 1912.

To-day I reported for work at the car house at 8.40 A.M. but did not go to work until 10.30 A.M. when I relieved Grant in place of Cameron on the Hampden line. Hersey, a new conductor, was assigned to this work, but overslept so that I had to take it, a fact which seemed to please Cameron greatly. Just before taking car at six o'clock, Cameron came to me and good naturedly expressed a wish that I would always relieve him as he did not wish to have "his run spoiled". He had been afraid that if Hersey had taken it, all fares would have been turned into the company, and if the showing of passengers carried had been exceptionally large, it might have created suspicion in the office.

As I am becoming better known, there are many things said out openly which not only surprise me but would surprise ~~me~~ the officials still more.

Between 11.40 and 11.50 P.M. nearly all of the cars reach the barn and it is customary either to run a car to Market Square for the benefit of the men employed on the late runs, or to run the Hampden car in. There being no passengers, the men talk freely. Tonight the conversation turned naturally to the election crowds, and the all important question seemed to be "How much did you make?" The safest route is considered Hampden and Bangor, but the most profitable is the Orono & Bangor with Oldtown, and the Orono a close second. The Hammond and Centre Loop and the State St. Loop are worth, it is estimated, \$2.00 and \$2.50 per day for a day run and around \$2.00 for a late run. There are, of course, a number of motormen present, and it is easy to see how they feel about it, knowing as they do that the man whom they have worked with throughout the day is richer by between two and three dollars, while they have not made a cent beyond their wages. Willaims is a particularly bad specimen, seems to have neither sense of shame or moderation and from the first has been at it without a moment's let-up. Avery, Driscoll, Wilson and Williams are four who never attempt to hide their actions and seem rather proud of their ability to "get by".

I discontinued work at 12.30 A.M.

Reported  
Boston 11/7/12 -B-



R.B.R. Reports:-

Bangor, Wednesday, Nov. 6, 1912.

I reported for work this morning at the car house at 8.40 A.M. but did not take a car out at any time during the day.

I had supper with Walter Merrow, during which we thrashed out the conditions on the cars generally.

Merrow told me that a friend of his who works in the office of the Company, told him in confidence that the road was about to change hands, after which, many changes would be made, which would abolish much of the abuses and dishonesty which at present exist. One of the contemplated changes would be the putting into use of the transfer side of the register, so that in future a transfer would not count as the equivalent to five cents.

I may explain that at present transfers, employes tickets, Post Office and School tickets and cash are all rung up on the same register, and when at the days work is made up the number of tickets and transfers is deducted from the total passengers carried, the remainder being the number of cash fares paid. Now Merrow explained to me that the safest way to make money was to have an arrangement with another conductor and exchange transfers. If the trouble is taken to punch them correctly, risk of detection is impossible and at no time and under no circumstances can any question be raised. He told me he had done this for years, and though he would not say who his partner in the deal was, he let me understand that Lambert was the man. As these men have both day runs, get through about the same time and have a habit of meeting in a saloon every night, I do not think there can be any question, especially from the amount of money they both spend needlessly that these two have bled the company very extensively in the last few years, and are likely to continue doing so.

I asked Merrow why there should be any talk of appealing for more pay and striking if necessary, but Merrow says that that is all nonsense, that there is not a conductor on the road would dream of striking as long as conditions remain as they are at present. One conductor had made a remark at the last meeting that he would rather be given 25¢ than take it, but Merrow expressed the opinion that no matter how much they were paid they would "knock down" just as much.

There is one conductor--Merrow wouldn't tell me his name--who actually pays his motorman so much per day, but he considered this a very bad practice and warned me in a fatherly way against it. All the trouble about raise of wages is by and for a few motorman, and at present they neither receive much sympathy or support, for among several of the conductors the feeling is that a man who works on the front end, when he could just as easily be a conductor on the rear end, is nothing more than a fool. Merrow declared himself as thoroughly satisfied with his job.



R.B.R. Reports.

Bangor, Me., Thursday, November 7, 1912.

Today I reported for work at 8.40 A. M., and was employed on the street loop until 9 P. M. Humphrey was my motorman, and as he is not connected with the union in any way, I did not learn anything from him.

I was not able to see any of the other employees or talk to them intimately, and learned nothing of any interest.

Reported,  
Boston, 11-12-12-L.

R.B.R. Reports.

Bangor, Me., Friday, November 8, 1912.

Today I reported for work at 5.30 A. M., and was substitute for David Rice on the Hammond and Centre Sts., run.

I received word through the Inspector that I was required in the office, and reported there at 4 P. M., and was interviewed by John R. Graham and Mr. Johnston. Answered some questions and arranged to discontinue the work as soon as it was conveneint to do so.

Returning to the waiting room I was met by Driscoll, Kelley and McGreal, who asked to make a couple of trips for Kelley, as he was one of a Committee who were about to call upon Mr. Graham, to lay several matters before him. This I did, and although I heard a good deal about the interview, and also learned that there is to be a meeting of the Union, and in all likelihood I will be present. I will include all details in tomorrow's, Saturday's, report.

Reported,  
Boston, 11-12-12-L.



## R.B.R. Reports.

Bangor, Me., Saturday, November 9, 1912.

Today I did not start work until 11.30 A. M., when I ran on football extra to the University, leaving off work about 5.30 P. M. During the morning I had spread the report that I intended leaving the employment of the Company, owing to having some trouble with a passenger, with the object of lulling suspicion, and to satisfy the curiosity of those who knew I had been at the office. Driscoll at once prevailed upon me not to be foolish and to stick with "the boys," and everything would be right. He then told me to come up to the union meeting at 8.30 P. M., in the Masonic Halls, and early in the evening McGreal saw me, and also instructed me to be present.

Shortly after nine I met Driscoll and was shown into an ante room, where with two others I remained, but was finally ushered into the room, and in due course we became members of the "Union." The other two were Dan Libby and an employee whose name I did not learn, but who is a track man on the Charleston Division, is fat, of ruddy complexion, blue eyes, fair haired, and has a deep and irregular scar from the right side of his mouth to the middle of his cheek. John McGreal is President; Louis Grant, Fin. Secy, these being the only officials I met. We were introduced to the President, who instructed us to hold up our right hands, to abide by a lengthy obligation, which he read to us from a book. During the reading of this, McGreal would make lengthy digressions, or, as he expressed it, "interject himself" and wander off onto some other subject, causing considerable physical discomfort to we three who were standing with our right hands raised. In one of these outbursts, McGreal referring to the meeting with Mr. John R. Graham the previous evening, expressed himself in something like the following words;- "Fellow workmen, last night I had the privilege," here he laid his head back, gazed at the ceiling, and with an affective gesture of his hands continued, "My God, when I think of it, I had the privilege of meeting the President of this Company whom we work for. He is just a man like ourselves; he has his coal bills; he has grocery bills; he has the same desires and likes and dislikes as we have," and so on for a considerable period in the same strain. Finally our initiation was completed and the meeting resumed it's course. Including those already mentioned, there were fourteen present. The names of some whom I know are Mason, Boulter, Nichols, Griscoll, Lambert, Boyce, Griffin, Armitage, recently dismissed, and Fahey. The discussion was regarding Mr. Graham's attitude in refusing to recognize the men as an organized body, and the question was whether or not the Union was to be allowed to survive, or was to become a thing of the past. Expressions of opinion were asked for by the President McGreal, to



which Mason, Lambert, Boulter, Nichols and Driscoll responded, declaring themselves as for the Union to the bitter end, even if it did cost them their present means of earning their livelihood. At this stage of the proceedings, the only statement made of outstanding import, was by McGreal, to the effect that Mr. Rariden of Worcester, Mass, who was the main factor in forming this Union, would be in Bangor this incoming week, when a further meeting would be held and matters discussed fully. At eleven o'clock, a recess of an hour was agreed upon.

At midnight the meeting was resumed, the number present being augmented by those who had had late runs, the total being about twenty-six. A lengthy speech was made by McGreal, in which he gave an account of the Committee's meeting with Mr. John R. Graham. He told them of Mr. Graham's point blank refusal to recognize the organization, but added that at one time General Bancroft of the Boston Elevated Railway was equally antagonistic to a Union, but the time came when he was glad to accept terms. He then described how at one time Mr. Graham had almost been at the point of conceding to their demands, when everything was spoiled by a member of the Committee, also the Vice-President of the Union, who by some indiscretion spoiled the entire affair. William Kelley who comprised one of the Committee spoke next. He said very little, but said that Mr. Graham was "scared of the Union a great deal more than the men were scared of him; that he was scared of a strike and did not want one." At the mention of this there was considerable commotion, and Fred Merrill shouted, "Neither do we." Further reference was made to the indiscretion committed by the Vice-President, causing McGreal to have another outburst, in which he characterized this man as "rotten material," and with wild gesticulations proposed that this person be eliminated. This statement was received with considerable applause.

President McGreal then asked every man who was in favor of sticking to the union whatever might befall to stand up, and all who were "rotten material" and had so little manhood as to be intimidated by the present crisis to remain seated. Everybody present stood up. Many questions were then asked as to what steps were to be taken to compel the Company to recognize the union of the men. A great deal of talk took place, but nothing definite was decided upon. McGreal then announced that immediately after the conference with Mr. Graham, he had written to Mr. Rariden of Worcester, telling him of the result and asking advice. It was agreed to let matters rest for the present until Mr. Rariden's reply was received, or until he arrived in person. A discussion was started by Mr. Henton, regarding Mr. Graham's offer to meet three men appointed by the employees, there being considerable doubt as to whether this meant representatives of the union or non-union men, and there was so much uncertainty that it was agreed to let this matter drop. Referring to the wage question, which he described as the "fundamental basis" of the Union, McGreal again waxed eloquent. He claimed that Mr. Graham's promise to raise the motormen and conductors would never had been made, had the men not been



organized, and in a confidential stage whisper, he leaned over the desk and said, "Men, without the Union you'll never get it."

The condition of the cars was also discussed freely, many references being made to the brakes. McGreal quoted an instance which happened yesterday morning, and but for the intervention of Providence, a serious accident might have resulted. I inferred that it was a car with a faulty sandbox, but McGreal was willing to prophecise that unless something was done by the Union to compel the Company to pay more attention to their rolling stock, some day some motorman would find himself in the dock on the charge of manslaughter. McGreal exhorted the men to stick to the Union no matter how many "fell by the way." He made a touching reference to the fact that the previous evening Mr. Graham had called him a liar. He said, "Men, I suffered that for you, so that if I fall you can always say among yourselves, 'that McGreal did his best.' " Towards the end of the meeting there was a general discussion as to what the procedure would be in case of a strike, and McGreal read lengthy paragraphs from the book already referred to. These seemed to be rules laid down by the American Association of Street Railway Employees, as to what steps had to be taken to obtain the support of the parent body in event of a strike.

The next meeting will in all probability be held next Friday or Saturday evening. Conductor Matthews was admitted a member of the Union during the second part of the meeting, which broke up at 1.55 P. M. There are many other matters, which time will not permit me to record here, but I will do so in subsequent reports.

Reported,  
Boston, 11-12-12-L.



R.B.R. Reports:-

Bangor, Sunday, Nov. 10, 1912.

To-day I did not start work until 12.15 P.M. when I ran on the Hammond & Centre St. in place of Rice.

At 10 A.M. I was at the general offices and gave Messrs Johnstone and McCormack a verbal account of what took place at the meeting last night and early hours of the morning.

During the last five weeks I have come in contact a good deal and have been very friendly with Walter Merrow. He has always maintained that he did not believe in labor unions and had nothing to do with the one here of his fellow employes, but I always believed he was trying to hoodwink me. This is not the case, however, and I am now absolutely certain he has no interest whatsoever in the union.

Referring again to the meeting, the most remarkable thing I noticed was the length of time McGreal spoke, either to express opinion or give advice. I was present something like three and a half hours, and I do not think I exaggerate when I say that McGreal talked for three hours out of that time. He certainly has more enthusiasm than all the rest of the members put together. Its simply a case of what McGreal says goes and what McGreal thinks everybody has got to think.

It would be unwise of me to attempt to analyse the spirit and feeling of the men or to say whether or not apart from McGreal, the union would cease to exist. The thirty odd men whom I saw there all declared they were willing to stick by the union, no matter how many men were dismissed by the Company. Several times statement was made by several men, notably Lambert, Bolter and of course McGreal that the man working on the street with a pick and shovel were paid more per hour than they were, and ran less risk of losing their lives. The high cost of living and the fact that coal was \$9.00 a ton and eggs 50¢ a dozen, was given great prominence and seemed to be considered a conclusive argument why there should be an all around raise of wages.

Absolutely no notice was taken of Mr. Graham's promise to raise wages on Jan. 1st, and the general opinion is that that promise will never be kept. Conductor Jellison rose and asked the members of the committee who saw Mr. Graham, if they thought there was any possibility of Mr. Graham changing his mind and ultimately recognizing the men's organization. None of the committee could, however, answer the question.

Motorman Johnstone stood up during the meeting and asked if it could not be possible to have a committee meet Mr. Graham without Mr. Johnstone, the Supt., being present. There was some discussion on this, but the general impression seemed to be that Mr. Johnstone's presence did not harm, and that Johnstone was not likely to hear much good of himself.



It is interesting to note how many motormen are prominent and seem to have the desire to see the wages raised. Fahey, Filliar, Hinton, McGreal, Boyce, Griffen, all motormen, are more or less prominent members, while Lambert and Fred Merrill are the only two conductors who spoke to any great extent. Grant, the Financial Secretary, most of the time was asleep and seemed as if he would much rather have been in bed. In fact, on the way home, Grant told me he was tired of the whole thing, and if in a short time he saw that nothing was going to be accomplished, he would try and drop out altogether. Grant takes the first car out of the barn every morning and has to be up at 4 A.M., so that sitting up to 2 A.M. listening to John McGreal's never ending speeches, cannot afford him a great deal of pleasure.

Very little interest was shown until Fred Merrill asked what would be done in case of a strike and what their attitude would be towards strikebreakers. It is very evident that though the union as a whole and the men individually are opposed to a strike, that so far as can at present be seen, this is the only measure the men can resort to, for as Mr. Graham has declared he will never recognize the men as an organized body, and the men have unanimously voted that the union has come to stay, and will be maintained in spite of Mr. Graham's opposition, things are likely to reach a climax soon. The members are determined that nothing but union men will work there, though how they are going to accomplish this is more than they at present know.

It would hardly be credited by a disinterested person, how utterly at a loss they are what to do next, seems to be beyond the intelligence of the entire union, hence the reason why Mr. Reardon of Worcester has been appealed to, and it is on this man alone that the entire future policy rests. The only advantage which most of the motormen can see should a strike take place, is that with the cars in their present state, the conditions of the rails, the steep grades and numerous sharp turns, that were strange motormen brought in to do the work, accidents would be so frequent that the public would demand a settlement.

In one of last week's reports I referred somewhat fully to the probably use of transfers in defrauding the Company. As I left my car tonight I met Lambert who beckoned to me and we walked up Main St. for a bit. While doing so he slipped something into my hand with the remark that he thought I could use these. On examination I found it to six transfers all correctly punched. I am enclosing these with the duplicate of this report to Mr. Corning.



R.B.R. Reports.

Bangor, Me., Monday, Novemeber 11, 1912.

Today I reported at the waiting room, but only ran the Hammond Street extra, between 4 and 7 P. M.

I find it is a considerable help being a member of the Union, as I can now talk freely with the members. McGreal is absent from work, and I understand is sick. Nothing as yet has been heard from Mr. Rariden, and, of course, there is no developments of any kind. The Vice-President of the Union is Mr. Avery, who works in the carbarn, and he it is who seems to have committed the unforgiveable indiscretion at the interview. He did not attend the meeting Saturday last, and as the bitter feeling against him seems to be so intense, either he will be asked to resign, or will be debarred from taking any further interest in the Union.

There are a few new men still to be enrolled, some of whom seem to be a little reluctant to join, but efforts will be made to gather them into the fold as soon as possible, for every possible effort is being exerted to strengthen the organization as much as possible.

Reported,  
Boston, 11-14-12-L.



R.B.R. Reports:-

Bangor, Me., Tuesday, Nov. 12, 1912.

I was at work today from 8.40 A.M. when I reported at the barn until midnight, being on the Hammond and Centre St. route in place of Jellison "C".

During the late afternoon I happened to be in the employes' room when the notice was posted regarding the raising of all conductors and motormens wages to the extent of two cents per hour.

Naturally there was a good deal of elation and certainly no complaints were made. However, among the more prominent members of the union, the feeling is that it was the union and that alone, that was responsible for the substantial increase, and that this should prove an incentive to the members to hold together, and for the non members to join. On the other hand a few think that it will be the means of breaking up the union altogether, for in this lay the most important reason for its existence.

Louis Grant believes that it will die a natural death, and seems to hope so. Beyond money matters there is very little else for them to fight for unless shorter hours, and he, Grant, thinks it would not be very good policy to make any further demands at present. He and Fred Merrill are two men who have long hours. Grant leaves the barn at 5 A.M. and does not get through work until 6 P.M. He thinks he ought to be relieved about 5 P.M. at least. Merrill takes his car out of the barn at 5.20 A.M. and as during the afternoon he runs between Orono Bridge and Oldtown, it is usually 7 P.M. until he reaches Bangor. As a whole there is very little complaint on the hour question.

There is a good deal of abuse of the privilege employes have of traveling on tickets provided by the Company. They are used at all times whether the traveling is being done in the interest of the Company or otherwise. Employes meeting friends on the cars will give the conductor one or more tickets in payment of the fares. Ex-employes, Armitage for instance, will tender one of these instead of the requisite nickel; employes' wives do likewise so that I believe the use of these tickets represents the loss of a considerable revenue to the Company.

Reported  
Boston 11/14/12 -B-



Bangor, Wednesday, Nov. 13, 1912.

To-day I reported at the car barn at 8.40 A.M. but did not go to work until 1 P.M. when I ran to Hampden in place of Grant.

I saw McGreal previous to his visit to the office and after reading the notice he expressed surprise, both at the raise of wages and the amount, considering that this was the quiet time of the year. As was to be expected, he assumes that the formation of the union has been the sole cause, and it is due solely to his endeavors that the men are about to profit to this extent. He told me he was about to visit the office and declared he was at a loss to know for what cause, at the same time he seemed to have a premonition of what was about to happen.

I learned first of his dismissal through motorman Kelly and on discontinuing work I saw conductor Wm. Kelly and together we discussed the matter fully. He seems to be one of the leaders and was one of the committee who waited on and addressed Mr. Graham at that now famous interview. Kelly seemed to be very indignant at McGreal's dismissal and puts it down solely to his connection with the union, and further added that the union would put him back onto his job again, or there would be trouble all around.

Kelly puts great stress on the fact that the notice of the wage increase was posted the one day and McGreal discharged the next. He considers it an attempt to "buy the men" for two cents an hour and considers the man who will be bought "ought to be chased out of the town with a gun". If, Kelly added, the union tolerates this, every man belonging to it ought to receive this same treatment. He believes and claims that all the others are in the same belief that the Company have shown McGreal gross injustice considering his 21 years of service, and is willing to spend his last dollar to see McGreal reinstated.

A despatch has already been sent to Mr. Reardon of Worcester, informing him of the facts and asking for his presence here in Bangor at the earliest possible moment, so that it is fully expected he will be here by Saturday, and as there is to be a meeting that night, the matter will be taken up and plans made on McGreal's behalf.

McGreal is to remain president of the union. Kelly is surprised to see a man listed to take his place tomorrow and is certain he is about to receive the same treatment as McGreal.

I endeavored to obtain exact figures as to the exact number of men in the union, but this information Kelly could not furnish, but is certain that over two thirds of the total employees are members and likely to remain so.

Reported

Boston 11/14/12 -B-



Bangor, Thursday, Nov. 14, 1912.

To-day I reported for work at the car barn at 5.30 A.M., took C.W.Smith's run on the Centre St. loop and later took the place of Avery who was sick and worked on State St. loop until midnight.

I was off work between 12.15 and 2.10 P.M. when I saw many of the men and also McGreal and the happenings of the last few days were discussed freely.

McGreal has made it a point to talk to every member of the union individually, ask them their opinion of his dismissal and likewise ask them whether or not they as members of the union are going to tolerate this gross piece of injustice. McGreal claims he was dismissed simply because of his connection and work with the union. He tells every man to stand up for his manhood and by sticking close together and maintaining the organization which he has been to so much trouble to promote and has cost him his means of livelihood, they will show the Company that they are a determined body of men and not to be played with.

At this stage, McGreal's sole object is to get the union keyed up to such a pitch that they will go to any extreme to obtain his reinstatement.

Immediately after McGreal had been notified of his dismissal he had telegraphed to Mr. Reardon, but up to the time I saw him he had not received a reply. He has, however, received a reply to his letter informing Reardon of the results of the interview with Mr. Graham, in which Reardon stated that he was at present engaged with matters of importance in Holyoke, Mass., but would be in Bangor at the earliest possible date.

McGreal believes he has the sympathy of the entire city, and also the students of the University of Maine, though personally I cannot say that I have noticed any undue excitement in the town or anything to indicate that the matter was receiving much attention except from the Company's employees.

While I was engaged in conversation with him, McGreal saw the Editor of the "Bangor Commercial" and gave him a full account of matter. As an item of news, however, the editor did not seem to regard it as of great value, but promised to see Mr. Bass, the owner of the paper, but so far I have heard nothing further of the matter.

The men who seem to be most interested are Driscoll, Grant, Fahey, Lambert, Boyce, Wilson, Kelly, Crow, Stubbs, Avery, Rice and several others. Boyce told me that he was married, had four children and was in debt, but that he was ready to strike any day when the others did so. Most of these men have expressed the opinion to me that it was the union that caused McGreal to lose his employment and it is the union that is going to put him back into it. Every man expresses indignation and are firm in the belief that the Company must give in to them sooner or later.

No definite arrangements have been made regarding next meeting as nothing can be or will be done until Reardon arrives. Meanwhile every man is being requested to "ginger up" his neighbor so that when the time comes they will be in the proper spirit to face this crisis as men and brothers. Reported Boston 11/16/12 -B-



R.B.R. Reports:-

Bangor, Friday, Nov. 15, 1912.

To-day I did not go to work as I was listed for Merrill's run, which would have kept me in Oldtown the best part of the day and as anything is liable to happen I deemed it best for the Company that I should be on the spot.

However, as nothing has been heard from Reardon, nothing has been done and will not be done. Everything centers around this man, and what his opinion will be and what he advises, it is almost a foregone conclusion will be accepted by the men.

I have spoken to almost every man whom I saw at the last meeting and they claim to be willing to stand by McGreal no matter what it costs. Whether they will do so or not remains to be seen. Word has been passed around to every union man that he is to refrain from talking about the present condition of affairs to the general public, chance acquaintances or to employees, not members of the union, as they intend to exclude every possibility of the Company knowing what their intentions are.

McGreal has not been seen during the day so that nothing is known of his intentions. The feeling among the men is that should there be a strike, the city officials will do everything in their power to assist the men, as they have been at loggerheads with the Company for a long time, and will be only too glad of the opportunity to buck against the Company. The public of Bangor too will be in sympathy with the men, as the faulty and bad cars, poor service, disregard for their convenience of the travelling public will incline public feeling towards the men. On these matters, of course, the men are merely speculating and voicing their own opinions for what would really happen cannot be surmised by anyone, no matter how clever.

Reported  
Boston 11/18/12 -B-



Bangor, Saturday, Nov. 16, 1912.

To-day I was not at work at any time during the day, being given a "day off" on account of missing work yesterday.

Early in the day, however, I learned there was no prospect of a union meeting as nothing has yet been communicated to the members regarding the correspondence passing between McGreal and Reardon. The event of Reardon's visit is being anxiously awaited for no one seems to be inclined to make a move without the expert advice of this man.

A suggestion has been made that a small committee be at once formed to wait upon Mr. Graham and ask for, or even demand McGreal's reinstatement, but this proposition was not carried out because no one seemed to be inclined to take the initiative.

One rather amusing statement has gained currency which will serve to show how easily these men can be fooled. Mr. Graham had, when talking to McGreal and with the intention of bewildering this shrewd and knowing individual, made some reference to a dictograph as being the source of his information. As a result there are to be no further meetings held in the Arcanum Hall and thus avoid all possibility of statements made there being overheard.

While I believe that the indignation aroused over McGreal's dismissal is growing perceptibly less and the vigorous determination to oppose the Company to the bitter end is not quite so marked, the members generally seem to feel that unless this action on the part of the Company is challenged, that the union may as well cease to exist right now. What seems to worry the members more than anything else is the fact that if they do not make some kind of showing, not only will they become the laughing stock of the non members, but they will lose prestige with half of the local people.

There are all kinds of absurd stories in circulation as to the attitude of the public now and what it would be in the event of a strike. The Mayor of the city is credited with an unofficial statement to the effect that should a strike take place, there is not a policeman in Bangor would be allowed to do anything to protect the Company's property. Some prominent Bangor merchants, too, have made statements to the effect that if there is any strife between the Company and the men, they will do everything in their power to assist the men.

This man, Smith, the insurance agent, seems to have a great deal to say. He tells each and every man whom he meets, that he knows from reliable source, that Mr. Graham dreads a union more than anything else he has to contend with and a great deal more in the same strain. All this kind of thing has, of course, a tendency to keep the men keyed up to a pitch that they swear to stick by the union until the heavens fall. On the other hand, they realize that they have already been granted that which was the very reason for the existence of the organization, in the first place viz: increase of wages and also that with so many men who are openly loyal to the Company, that a strike would entail considerable risk of their employment and when it comes down to the actual point very few of them would accept that risk.



I have openly asked several of the men, including Eisnor, Grant, Kelly, Stubbs, Driscoll and Lambert what was the reason for McGreal's dismissal and without exception the reply has been that it was on account of the union. I have even asked what was the reason given by Mr. Graham for discharging him, but in not one single instance has the reply contained one word as to the real reason.

Reported  
Boston 11/19/12 -B-



R.B.R. Reports:-

Bangor, Sunday, Nov. 17, 1912.

To-day I reported for work at the car barn at 7 A.M. and ran on the Hammond and Centre St. line in place of Rice. I was thus employed until 5.35 P.M.

The evening I spent with L. Grant and his wife in the new house they have just built. Grant is Financial Secretary of the union, but is by no means a very enthusiastic member. In fact, there is no one seems to dread any possible trouble more than he does for the palatial house he has had built has still to be paid for, and that gives him a good deal more thought than John McGreal's troubles. He, Grant, estimates the present membership of the Union as being about 75, though he is positive that not more than half of that number can be relied upon should there be any trouble. He thinks that as things are at present, it is only a matter of a few months until the whole thing will fall to pieces and become a thing of the past. Grant is tired of the whole business and wishes he were rid of it.

There is no sign of another meeting being held, the arrangement of which seems to be entirely in the hands of the president, McGreal.

The rumor that Mayor Mullen of Bangor will do his uttermost to assist the men against the Company is still given a good deal of notice and is looked upon as an excellent sign by the men.

On the whole, however, very little is being said and no one seems to know just where they are at.

R.B.R. Reports:-

Bangor, Monday, Nov. 18, 1912.

To-day I reported for work at the car barn at 8.30 A.M. but did not work until 4.30 P.M. when I ran the Hammond St. extra, discontinuing work at 7.10 P.M.

There are no new developments of any description and no signs of that all important meeting being held.

I saw McGreal and he told me that he had not heard from Reardon and advised me not to be impatient as I would see the Company and Mr. Graham getting the biggest surprise of their lives in a very short time.

Bryant C. was my motorman, and according to his own statement, is a member of the union and is strongly in favor of doing anything to see McGreal back on his car and to ensure recognition of the union by the Company.

Reported  
Boston 11/20/12 -B-



R.B.R. Reports:-

Bangor, Tuesday, Nov. 19, 1912.

To-day I reported for work at the car barn at 5.30 A.M. and at 9 A.M. took Whiting's place running on the State St. Loop until 9 P.M.

As nothing has been heard from Reardon no progress has been made in union matters and nothing definite has been arranged as to the next meeting.

A peculiar incident happened when I left the barn which is liable to have an interesting sequel. After staying the required time in the barn I travelled down on Walter Merrow's car. As I was about to drop off at my place of residence, Merrow asked me to stay on and do a little errand for him. At Water St. he asked me to run round to the St. James Hotel and get a half pint of whiskey which I did, handing it to Merrow in the employes' room. He and Runnels, his motorman, consumed the entire half pint. Instead of paying me in coin he told me he would fix it for me whenever I was on a run, meaning presumably that he would hand me a bunch of transfers to cover the amount paid for the whiskey.

As I was at work until 9 P.M. I did not have an opportunity to meet him again.

Reported  
Boston 11/22/12 -B-

R.B.R. Reports:-

Bangor, Wednesday, Nov. 20, 1912.

To-day I reported for work at 5.20 A.M. and ran on the State St. Loop in place of Driscoll until 5.05 P.M.

I happened to see Merrow during the noon hour, when he told me to be sure and wait for him, when we would have a drink together and he would let me have some transfers, but as I had to act as conductor on the extra car to Hampden at 5.30 P.M. I could not meet him at 5.45 P.M.

Mr. Reardon of Worcester arrives in Bangor at 9.20 P.M., but there is little possibility of a meeting until tomorrow. Every one of the new men and all who are not union members are being persuaded to join and everything possible is being done to prepare for any emergency. I will be present and will render a full account.

Reported  
Boston 11/22/12 -B-



R.B.R. Reports:-

Bangor, Thursday, Nov. 21, 1912.

After completing to-day's work I proceeded to the Masonic Hall and attended the meeting of the employes organization.

Contrary to expectations, there was not a great deal of talk, but the entire result of the meeting was the appointing of a committee of five comprising Mason, Conners, Griffin, Kelly and Johnstone to have a conference with Mr. John R. Graham to ask for the reinstatement of John McGreal. These men are to receive instructions from Reardon, and if possible interview Mr. Graham tomorrow, report results to the members, after which arrangements will be made for another meeting and the next step decided on.

The meeting began about 9.45, McGreal being in the chair, there being about 26 members present including the Vice President, Avery.

McGreal opened his remarks by making a short survey of the happenings of the last two months. He then referred to his own dismissal, stating that he had been dismissed solely for his affiliation with the union and for his activity in promoting the men's organization. He then went on to say that among other things he had been charged with telling lies and then in a great burst of eloquence said he was willing to go before "God Almighty" and be judged but that he never told a lie to Mr. Graham. In the next breath he went on to say that though he had denied certain things to Mr. Graham, that it was not Mr. Graham's business to ask what he did and neither he nor the Bangor Ry. Co. had any right to ask what they did, therefore, if he, McGreal, did not feel disposed to answer their question or did answer it even untruthfully it could not be called a lie.

He next referred to the crisis which the union has reached and did his best to persuade the men to stand by the union. He was a martyr and had suffered for the men and that they were not to attempt anything solely for his sake, but for the sake of themselves and for the organization and the principles for which it stood.

Mr. Reardon then stood up and without preamble referred to McGreal's case. Reardon is a clever speaker, possessing a strong personality which seemed to hold the men, but he took great pains to impress the men of his individual power and the omnipotence of the organization which he represented and of which this is a branch. He told the men that McGreal had been discharged simply because of his connection and work for the union. He explained that he, McGreal, had told no lie, ~~and~~ the circumstances being that Ivan Smith when asked if a meeting had taken place in his office had said "No" so that when McGreal was asked the same question he had to say "No". Reardon then explained that this was no lie as it was none of the Company's business whether any of its employes attended a meeting in Ivan Smith's office or attended a supper in any of the Bangor churches. He then congratulated the men on their raise of wages and added that he also congratulated the Bangor Ry. Co. for giving it and hoped the good work would continue. He took great pains to explain how it was simply because of the union and the work of the men during the last two months and that it simply served to show what might be accomplished.



He then smilingly explained that this was what he had expected. In similar instances all through the country he had seen the same procedure adopted by public service corporations and was done simply to break up any attempt to organize and to induce the members to lose interest and to prevent men joining a union of any kind when its aim and object had already been accomplished. He argued that it was only a common every day method of blinding the men and that they were not to allow themselves to be influenced by it. He next drew the attention to the fact that the notice of the raise was posted and McGreal dismissed the same day which statement he repeated time and time again throughout the course of the meeting, but if my memory serves me correctly this statement is incorrect.

He then went on to state that the question before the meeting was whether they as an organized body of men were going to stand by and allow such an injustice to be done. Reardon pointed out that it was the president who had been dismissed and it was a certainty that if this was to pass unchallenged that every man who was elected to fill his position would receive the same treatment. Great emphasis was put upon the fact that McGreal had given 20 years satisfactory service, satisfactory as the 20 years prove, and the company had made a mistake and the biggest mistake they ever made as they were about to find out. He then went on that the public of Bangor were wholly in favor of the men and they they were looking to the men to show themselves not only as men, but to show what this organization amounts to.

"Now men", he said, "the first gun of the campaign has been fired and the company are waiting to hear from you".

A vote was then taken which showed that the men were unanimously in favor of taking steps to enforce McGreal's reinstatement. Three men were appointed to the committee by Vice President Avery, viz, Mason, Connors and Boyce, but the last named could not get away from his work, so on the suggestion of Reardon John Griffin was appointed.

After Reardon's speech, Avery took up some time in a verbal clash with John McGreal, because of the indiscretion Avery committed while in conference with Mr. Graham and the subsequent slanderous remarks made by McGreal and some considerable ill feeling was shown. Avery would not accept McGreal's apology but the matter went no further.

The first meeting adjourned about 10.55 P.M.

The second meeting began shortly after midnight and was practically a repetition of the first.

Reardon did most of the talking but warned the men against any one, whether employe or not, who talked strike as in the meantime there was no necessity for that and any man who talked in that strain was to be looked upon with suspicion.

He also warned the men against any efforts which might be made by any of the officials to create discord in their ranks. He told the men that they must place their trust in him, must rely on him and while he would not say what he would do, he would promise they would have every ounce of support from the main body of the association from its officials, and he did not doubt that the public sentiment would be with them. He concluded by saying, "John R. Graham may not listen to you men, but depend upon it he will be made to listen to someone else."



He advised the men to stick to their cars, attend to their duties and show the public that they were a good capable bunch of men.

There was a tendency on the part of some of the members to know what would be the next step but Reardon insisted that they were going to conduct their affairs in a systematic and business-like manner and one step at a time was quite sufficient. Kelly and Harry Johnstone were then appointed members of the committee. Griffin was instructed to see the Superintendent early Friday morning and arrange matters. The committee are to meet Reardon during the day to be instructed as to how they are to conduct themselves and how they are to tell Mr. Graham "gently but firmly" that John McGreal is to be put back on his car.

During the day I worked in place of Matthews on the State St. Loop being at work from 9 A.M. to 9 P.M. I was notified by McGreal to attend the meeting that evening and was also instructed to do my best to induce Cooper, a new motorman to join. I succeeded in this and took Cooper up with me but Reardon would not allow him to be initiated and gave an emphatic order that on no account were any new men to be admitted to the union as the Company would in all probability attempt to "flood in" a lot of men simply to gain the information as to what was going on inside.

Fillian had made attempts to induce Severance to join and had met with a pointblank refusal. He then threatened Severance that if he did not join he would not run a car for him. Severance was indignant and complained to the inspector about this.

Some time ago I referred fully to the number of people who traveled with employees' passes whom I did not think were entitled to do so. I enclose with the copy of this report an employees' pass received from a young woman whom I am certain travels several times a day between Autumn St. and the railroad station, each time tendering one of those passes instead of the customary nickel. The pass is number 07659, book 74.

At the close of the meeting considerable attention was given to the notice which appeared in a Bangor newspaper ~~was~~ recently regarding the increase of wages. It was claimed that Mr. Graham had made a statement therein that the increase had been given as a surprise and without request of the employees. This, it was claimed was just as much a lie as the case of John McGreal.

Reported  
Boston 11/23/12 -B-

## R.B.R. Reports:-

Bangor, Friday, Nov. 22, 1912.

To-day I was listed to report at 10.45 A.M. but my visit to the general office prevented my doing so, therefore, I made a pretext of sickness and did not go to work the whole day.

On the whole nothing much was said and through the committee appointed were refused an audience with Mr. Graham nothing was known of what the next step would be, as this<sup>is</sup> a matter which depends entirely upon Reardon.

Cooper is very much hurt at the treatment he received when about to join and has good cause to be. He now declares he is determined he will not join the union and it is probable that neither Henry Humpgrey or Williams will join, as they will not run the risk of receiving the same treatment.

Beyond this there was nothing came to my notice worth mentioning here. Nothing is known yet of when the next meeting will be.

Reported  
Boston 11/25/12 -B-



R.B.R. Reports:-

Bangor, Saturday, Nov. 23, 1912.

To-day I reported for work at the car barn at 5.30 A.M. and ran on the State St. Loop in place of Driscoll. Later I ran the extra car to Hampden finishing work for the day at 7 P.M.

Every member of the union was made aware of the fact early in the day that Reardon had been asked to meet Mr. Graham and State Detective Allen, and towards evening I was told that this meeting had taken place and a satisfactory agreement had been arrived at.

From further enquiry I learned that Mr. Graham had agreed to recognize the union, though nothing was known as to how McGreal's case was to be disposed of. Reardon, and Griffin who accompanied him, will not give out any facts but a meeting is to be called for Monday night when a complete statment of all that transpired is to be made. I learned of no other facts regarding union matters.

Towards 9 P.M. I happened to be in the vicinity of the waiting room where I met Walter Merrow. Neither of us were in uniform. He asked me if I had my cash made up to which I replied, "No", though as a matter of fact it was. He then said he had a few transfers for me to fix me for the whiskey I bought the other morning. As a Garland St. car was approaching and I knew he was likely to travel on this, I made a pretext that I was going to Essex St. and we travelled in the front vestibule together with John Griffin, who also happened to board the car. On the way up he slipped six transfers, all correctly punched at different times, into my overcoat pocket. These are numbered 294537-8, 294551-2, 294556-7, and I enclose them along with the duplicate of this report to Mr. Johnstone. Merrow warned me repeatedly to be careful to put them in among those I had received during the day in their proper order as they were "wise to this game in the office and it was best to be careful".

Nothing else of any importance happened during the day.

Reported  
Boston 11/25/12 -B-

R.B.R. Reports.

Bangor, Me., Sunday, November 24, 1912.

Today I began work at 10.15 A. M., and was employed, except for one interval, until 11.45 P. M. I was working for J. Wilson C.

As nothing is known of the result of the conference between Mr. Graham and Mr. Reardon, there was very little being said on Union matters, and nothing else occurred of any importance.

Reported,  
Boston, 11-27-12-L.



Bangor, Me., Monday, November 25, 1912.

Tonight I attended the meeting of the Bangor Branch of the A.A. of S. & E. R. of A. in the A. O. H. hall here. President McGreal was in the chair, while Organizer Reardon was the chief speaker. Before going into the varied details of the meeting, which was very interesting, I believe things are approaching a crisis, and the sum total and main achievement, is that tomorrow, Tuesday, Reardon accompanied by John Griffin will seek an audience with Mr. Graham, for the purpose of stating that this organization believe that there is already sufficient spare men to meet all demands of the road at present, and that no more new men have to be employed or "broken in," until Mr. Graham gives his decision regarding the last conference. A meeting will be held tomorrow, Tuesday night, and if Mr. Graham refuses to comply with the demand, steps will be taken not only to enforce this, but also to secure the reinstatement of McGreal, and the recognition of the Union; in other words they will vote upon a strike.

I reported for work at the car barn at 8.40 A. M., but did not do any work. I was detailed to replace Wm. Kelley, but by telephoning to Mr. Johnson I succeeded in avoiding this, and towards 8 P. M., I proceeded to the A. O. H. Hall, where the meeting was held.

At 9.15 P. M., McGreal opened by calling upon Reardon to give an account of the result of the Committee's endeavor to see Mr. Graham, and the subsequent interviews. Reardon had John Griffin tell of his endeavors to obtain an interview for the Committee, and then Reardon took up the recital from where Griffin left off. He described his meeting with Mr. Allen, and gave a brief account of what was said by both, and then told of the interview with Mr. Graham in the "Water Office;" at least he told everything except what he had promised to Mr. Graham, he would not tell. Regarding McGreal's case, he quoted Mr. Graham as saying that "He would wreck the company and leave the city, before he would put John McGreal back on his car." Reardon claimed that Mr. Graham was so bitter against McGreal and so insistent in his refusal to have anything further to do with McGreal's case, that Reardon did not press the matter. He next related how he explained the aim and object of the organization, and how Mr. Graham was fair and reasonable in his views, and appeared to have a desire to act square in the matter. He went on to say that it had been agreed to let things rest as they were for a week or ten days, and then a decision would be given. Upon this agreement lies the foundation of the determination to see Mr. Graham, as they consider this a breach of good faith in thus making preparation for the fight, contrary to



the agreement entered into by both parties. Reardon concluded his speech by warning the men to "cut out the booze " and the visiting of saloons while in uniform, and to do their work fairly and honestly, for any man who was discharged for just and sufficient cause had no claim on the organization, provided, of course, that the Company were able to back up their statements by substantial proofs. Nichols was the next man to speak, and asked if any new members were to be admitted. Reardon is opposed to any new men being admitted, above all, strangers to the city of Bangor, but later in the evening it was decided by a majority, that considering the present situation, it would be the better plan to get as many employees as possible into the Union. Three men from the Brewer Line are to be admitted as soon as possible. Kelley "M" was the next to speak, and simply asked the President point-blank whether or not he told a lie to Mr. Graham. This was answered by McGreal at considerable length, and was simply a repetition of the former meetings' explanation, to the effect that it being none of the Company's business whether he or anyone else attended a meeting in Ivan Smith's office; in denying it for the benefit of the organization he told no lie. Reardon augmented this statement and asked all members who believed the Company had done McGreal an injustice, to stand up. Everybody stood up but Kelley, who said he did not fully comprehend the question. Reardon explained, then Kelley stood up, looking the very personification of pugnaciousness, every hair on his head bristling, and shouted at the highest pitch of his voice, "If McGreal told a lie the Company had a right to fire him. I would fire any man, if I were employer, who came and told any ~~drad~~ lie." Everybody was amazed, and Reardon promptly switched onto other matters. Kelley afterwards seemed to find the atmosphere of the meeting uncongenial and left. Reardon then proceeded that meantime nothing could be done on McGreal's case, as he had taken this matter up with the National Board and the matter must lie pending their decision, but would be taken up later. Matters drifted along for a while. Several members uncluding Dewitt, Nason, Avery, Wm. Kelley and others, making rambling remarks. Frequently the fact was mentioned, that at present there were a number of new men being "brokin in," and Reardon immediately pounced upon this and began making inquiries and demanding that the members present get up and express opinions, as to what this meant. Various opinions were expressed; Whiting, Richardson, Avery and others being of the opinion that this had no significance, but the large majority of the men believed that the Company were simply making preparations to fight the Union, or to fire every man on some trumped up charge, their places to be taken by the men they had taught. Boulter drew attention to the fact that it took from six to ten days to break in a new man, and that Mr. Graham had asked for six to ten days before giving a decision, and it seemed to him as if the Company were trying to steal a march on them, and it was time something was done. Boulter's remarks received prolonged applause. Reardon then took the matter up and made a long speech, in which the spirit of fight predominated. I



should like to here state, that no matter what the opinion of the main body of the men is, if Reardon makes up his mind about what a thing should be, he will either talk the men into his belief, or ignore their opposition. The sum and substance of Reardon's remarks were, that at the conference with Mr. Graham, he was impressed with Mr. Graham's fairness and open mindedness, and that until he had reason to believe otherwise, he would put confidence in Mr. Graham. But it seemed to him that from the fact that new men were turning up daily, as if Mr. Graham was not playing quite fair, and if the men were certain that the present number of spare men were sufficient for the Company's needs, that it was up to the men right now to go to the Company or the General Manager, and tell him that they would not stand for these new men being taught; that they, the men, must refuse forthwith to instruct them, and if it were not stopped at once, the organized men would take active steps to stop it. He told the men that this meant fight, and it was up to them to say whether or not they were going to tolerate this condition of affairs. He proposed that he go tomorrow, accompanied by John Griffin, interview Mr. Graham, and ascertain whether or not these men were being employed to run the cars in case of a strike, or to fill the places of a considerable number of men who were about to be discharged. A meeting would be held the following evening to report the result of this conference. The men unanimously agreed to this. A great deal of talk was made over the announcement that the Inspector, Christian Billie, had told three men, Wm. Kelley, W. Avery and myself, that we were foolish to join the union, and we had better get out before we were sorry. Billie had also made a remark to Feltian and De Witt, that there were twelve or fourteen more men coming. Reardon pointed out that as Billie is an official of the Company, he was trying to intimidate we three, and that as one of the things against McGreal was coercing the men into joining the Union, and Mr. Graham had promised to let matters stand as they were, that it was a breach of good faith for this or any other official of the Company to coerce men to leave the Union. Reardon asked the men, if in the event of the Company refusing either to meet John Griffin and himself, or to cease bringing in or employing new men, they were prepared to fight, or in other words to go on strike. To this direct proposition the response was not very ready; no one seemed to have anything to say, and there seemed to be a good deal of hesitation about saying whether or not they were ready to take this plunge into the cold waters of uncertainty and permanent loss. Avery, the Vice-President, suggested that no definite decision be made until the result of the proposed interview had been made known; this was agreed to. Earlier in the evening it had been arranged that until the McGreal matter was settled, each member was to contribute twenty cents per week, for the support of McGreal and his family, and at this point a motorman, Hamilton by name, rose and asked if it would not be cheaper or more advisable to continue paying McGreal twenty cents a week, than to have a strike. He was promptly squelched by Reardon. Shortly after twelve the late men came in, and were given a short account of what had taken place at the conference, and also at the earlier stages of the meeting, and they agreed to



everything that had been said, done or thought about. Eisonor asked Reardon that if they went on strike, who he thought would win out. Reardon could not nor would not attempt to answer this, but took the opportunity to warn the men that they were about to enter into a struggle with the large financial interests; that it meant a hard and bitter fight; that Mr. Graham had the reputation of being a hard fighter; although public sentiment was in their favor, they were not to count too much upon that. He, Reardon, told them that until Mr. Graham gave him cause to lose faith in him, he could not pass any judgement upon his actions and they must wait patiently until the stated time had elapsed before they made any rash decisions. Then the question was brought up as to what would be done either by the local branch of the association or by the main body. Would a number of men be called up and discharged for some trifling cause. Reardon warned them that they must refrain from visiting saloons while in uniform, drinking liquor while on duty, and also, that if any man was called up and a statement put before him, showing that on certain trips he had failed to record so many fares, that these men could expect no assistance or sympathy, and nothing would be done towards attempting to reinstate them or to question the Company's right to discharge them. Wilson made a few remarks, that he was of the opinion that Mr. Graham was insincere in his intentions towards the men in the past, and was likely to be so in the future. Harry Johnstone wanted to know if nothing was to be done towards drawing Mr. Graham's attention regarding the newspaper article on the increase of pay, in which it was stated that the raise had been granted without request by the men. He wanted to know if somebody would not go up and tell Mr. Graham he was a bigger liar than John McGreal ever was. Nobody volunteered. A decision was arrived at, that all future meetings be held in the A. O. H. Halls, and also a statement made that the Union had the sum of forty-four dollars and eighty cents to it's credit.

The meeting broke up at 1.20 A. M.



R.B.R. reports:-

Bangor, Me., Tuesday, November 26th, 1912.

Today I did not work on the cars at any period, my forenoon being partially taken up with interview with Mr. Johnson and Mr. Allen, and as there was to be another meeting this evening I manoeuvred with Mr. Johnson's help so as to be free.

The meeting was held in the Arcanum Hall and was very poorly attended, there being only fourteen present at the start, but the late comers increased the number to about twenty-one. Reardon made a statement telling the men of his interview with Mr. Graham and the result. He told them that no significance was to be attached to the fact that so many new men were being broken in as they lacked spare men at the present time, and it was not unlikely that four to six more men would be employed at an early date. Reardon added that he was about to leave, and counselled the men to have patience and quietly wait until Mr. Graham gave his decision. He said that he believed everything was bright and rosy, and that there would be no call for strife or trouble and everything would adjust itself in due season. Several members, viz: McGreal, Avery, Driscoll, and Nason made remarks complimenting Reardon on his tactfulness, resource, diplomacy, and several other cardinal virtues, and expressed confidence in him as a leader.

Filliar then asked Mr. Reardon what he would advise him to do as he was listed to appear before the Supt. tomorrow on a charge of smoking while on duty. He asked whether he was to throw his badge at them or not, and what he should say or do. Reardon made no reply, and though everyone present seemed to expect he would, and for a moment there was an embarrassing silence Reardon kept on smoking and might have been made of stone for all the notice he took of Filliar or his remarks. McGreal then made known that he was about to interject himself, and we suffered his eloquence for fully half an hour. He told the men not to be bluffed by the fair promises of Mr. Graham. He pointed out that during the last week that Tom Allen, the detective, which was always a thing of evil odor, was premenading at the waiting room talking openly with Mr. Johnston to intimidate the men. The company had not hired this servant of iniquity at this critical stage because they meant to give the men a square deal. He made a great many remarks uncomplimentary to Mr. Allen and to Mr. Graham with the very apparent object of stirring the men up to make trouble and to hold Mr. Graham up as an object of derision, insincere and instaple, and who must be fought at every turn. With great dramatic display he stepped up to a table and read a text from a large bible laying there regarding some one or other asking "O Lord how long must we cry", and then went back to the platform and continued his shouting. He warned the men against the faulty equipment and told with great oratorical effect of an instance on "a beautiful November evening" some years ago, how he had turned over a car to a strong able bodied motorman, "yea a very Hercules", he added, who on account of some faulty brake was mangled at the foot of Harlow Hill, the inference being that if this union was not "maintained and sustained"



we would all sooner or later be mangled. There was a great deal more in the same strain, but I think I am safe in saying that the men are getting tired of this kind of thing and are influenced very very little by it. They have become satiated with oratory and John McGreal's profundity of thought, and during his speech there was a noticeable buzz of conversation and at its conclusion an indecent rush for hats and overcoats and without any motion to adjourn the meeting broke up at 10:40 P.M.

Everything now centres around Mr. Graham's decision, but whether it is favorable to the union or not will make very little difference, for if I am any judge, the men mostly see very little to be enthusiastic about and very little benefit to be obtained by affiliation with it.

In spite of Reardon's fair promises, I believe McGreal's reinstatement will never again be mooted, and the paying of McGreal twenty cents a week per member will grow tiresome in a short while.

Avery, the vice president, made some remarks regarding the shortness of men at the present time and how the equipment did not receive proper attention, was often because men had to be drawn from the barn to run cars, and advocated that they accept Mr. Reardon's advice and patiently wait Mr. Graham's decision and believe in him until such times as they had reason to misdoubt him. He concluding by making in all seriousness a remark something like the following "Mr. Graham fired John McGreal for lying, and if we find Mr. Graham has lied to us, we will fire him". This seemed to make quite a hit and received vigorous applause.

Reported.  
Boston-11-30-12.  
(T)



R.B.R. reports:-

Bangor, Me., Tuesday, November 26th, 1912.

I have already written as complete a report regarding yesterday's doings as I could but there are several other matters which I deem it best you should know. Early this morning I telephoned to Mr. Johnston to warn him of the interview which Reardon would seek and to tell him its object, but Reardon had already telephoned to Graham who in turn had telephoned to Johnston to see me and get the facts. I arranged with Johnston to come to my room, of course taking precautionary measures to ensure that we were not observed. Arriving there he told me that Graham had instructed Allen to come and see me and after some trouble I managed to navigate this person into my room.

Why this well known man should have been called upon to call on me I cannot quite see nor is it any of my business. At the meeting however Reardon told, with a good deal of sarcasm, of this detective's visit to him, and told the men of how this Allen told him that a certain conductor went and procured a bottle of whiskey which was consumed by a car crew on their car. As reported I was the conductor who did this errand and certainly no harm resulted in it being announced in the meeting as both men concerned are not members and it is unlikely they will hear of it, but I must confess this man's going to Reardon and bringing up facts like these make me a little nervous. He is doubtless, anxious to make good with the company, but if he were to make a few more disclosures of this kind there is no knowing what might happen. This morning he tells me that when he interviews Merrow and Lambert about passing me the transfers he is going to tell them that I came to Bangor an honest and guileless youth, who had been induced by them to enter into these iniquities, that I had confessed to receiving them and passing them in and had weepingly pleaded to be let off on account of my aged mother whose sole support I was, and by this means he hopes to induce them to confess. No doubt this would be very beautiful and very touching, but I don't appreciate being made to play this part. I am not used to that kind of detective work which I consider very crude in the extreme, and would request that Allen get his results otherwise, as a man doing the class of work should be able to bring about the results desired without using his source of information so openly, because if I am uncovered here at this time and forced to leave on this account no one else will be able to get in as they will be too suspicious, and thereby possibly handicap the company.

Reported-Boston-11-27-12.

(T)



R.B.R. reports:-

Bangor, Me., Wednesday, November 27th, 1912.

Today I reported at the car barn at 5:30 A.M. and went to work in place of Driscoll, on the State St. loop, until 5:50 P.M. At 9:15 A.M. I had to leave my car, and as it was known to several employes that I was to go to the office it was just as well to go. There I saw Mr. Graham, Mr. Johnston, and State Detective Allen, and all the happenings angles of the situation. The men of course were all very curious to know the reason of this my fourth visit to the office, and I explained that I had been called up to answer some questions made by Mr. Allen as to my overhearing Filliar make the remark to Severance that unless he joined the union Filliar would not allow him to run his car. This story and all its embellishments were swallowed by the men, but Filliar denies this statement; in all probability considerable fuss will be made over it at the next meeting, and I may be called upon to make a statement regarding this interview, and of course I shall have to rely entirely on my imagination for the details, and may be construed as a breach of the armistice arranged or supposed to be arranged between Mr. Graham and Mr. Reardon, but I felt it necessary to invent some very plausible story and according to the circumstances this seemed to be the most fitting.

Apart from this there is very little union talk. The men are getting tired of it and without Reardon there is very little to interest them. Mike Kelly is receiving a good deal of admiration for the stand he took regarding McGreal's case and there are many others who think the same, but lack the necessary back bone to say so unless in an occasional confidence to a friend.

From now until the next meeting is held there is going to be very little said or done regarding the union unless something very unusual happens.

Reported.  
Boston-11-30-12.

(T)



R.B.R. Reports:-

Bangor, Thursday, Nov. 28, 1912.

To-day I did not go to work and spent the greater part of the day with L.E.Grant at his home and met several other men. So far as union talk is concerned the union might as well not exist. The thing has become tiresome and now that Reardon has gone there is no talk of fight and everyone seems contented to let things go as they are. From the spirit of the men I believe that if someone were to come out openly and express just what they think, there would soon be a falling off as it is only needs one man with just sufficient backbone to stand up and say he was tired of the whole business, and there is a large number who would only be too glad to get out. Grant told me the first opportunity he had he would quit the whole business.

Reported  
Boston 12/3/12 -B-

R.B.R. Reports:-

Bangor, Friday, Nov. 29, 1912.

To-day I was not at work at any time.

There are no new developments of any description and I heard nothing new regarding the men's organization. There is a good deal of speculation as to why Mr. Allen is around so much and what his object is but no one seems to know any solution of the mystery. On the whole there is not much to be learned these days and nothing is likely to happen before Wednesday or Thursday of next week.

Reported  
Boston 12/3/12 -B-



R.B.R. Reports:-

Bangor, Saturday, Nov. 30, 1912.

I reported for work this morning at the car barn at 8.40 and ran on the State St. Loop in place of Whiting until 11.30 P.M. There is nothing further to be learned regarding the union. Absolutely nothing is being said or done and even McGreal seems to be at a loss for anything to say.

Nothing of any interest happened.

Reported  
Boston 12/3/12 -B-

R.B.R. Reports:-

Bangor, Sunday, Dec. 1, 1912.

To-day I reported for work at the car barn at 8.40 and ran until 9 P.M. on the State St. Loop in place of Matthews.

During the day I heard of nothing of interest to the matter at hand.

Reported  
Boston 12/3/12 -B-



R.B.R. reports:-

Bangor, Me., Monday, December 2nd, 1912.

Today I did not go to work until 5:45 P.M. and was employed on State St. loop until 11:45 P.M. There are no new developments so far as the union is concerned, the only thing being done is the collection of the 20¢ per member levied to support McGreal and his family until such time as he is reinstated. There is a good deal of talk because a notice has appeared in a local newspaper to the effect that the men of the Portland St. Railway have asked for an increase of wages, and as it is understood that the present minimum is  $20\frac{1}{2}$  ¢ per hour it is looked upon as an encouraging sign.

Reported.

Boston-12-5-12.

(T)

R.B.R. Reports.

Bangor, Me., Tuesday, December 3, 1912.

Today I was only employed on the Hammond Street extra, from 4.20 until 7 P. M.

As Mr. Graham is not expected to give his decision until tomorrow, nothing new has occurred, and very little is being said. They seem to have lost interest a good deal, and without Reardon, they seem to have nothing to talk about.

I learned nothing of any value throughout the day.

Reported,  
Boston, 12-7-12-L.



R.B.R. Reports.

Bangor, Me., Wednesday, December 4, 1912.

Today I reported for work at the carbarn at 8.40 A. M., and worked until 11.45 P. M., in place of Wilson, who, judging by his appearance, seemed to be on one of his periodical sprees. While there is nothing new, as far as the union is concerned, there was considerable talk when it became known that Richardson had been dismissed for being seen in a saloon. There is not a great deal of criticism, as even Reardon warned the members of the union about visiting liquor bars, and though they are all perfectly certain that Richardson was simply made a victim because he was a member of the union. His case will be discussed at the next meeting, although at present, nothing is known as to when this will be.

Reported,  
Boston, 12-7-12-L.

R.B.R. Reports.

Bangor, Me., Thursday, December 5, 1912.

Today I reported for work at the carbarn at 5.30 A. M., and at 9 A. M., took Atherton's run on the Oldtown line until 1.30 P. M., then worked in Wm. Kelly's place from 5.35 P. M., until 11.45 P. M.

There is little or nothing doing in union matters, as Reardon has not yet been heard from, as to what Mr. Graham's decision was, and until something definite is known nothing can be done.

There is a great deal of talk, especially among conductors, as to the number of "spotters" at present working over the road. Mr. Allen has been seen in a number of disguises, even to a set of false red whiskers, and, according to Sprague and a number of other Oldtown men who have been seen checking up the work of the conductors.

McGreal is not very prominent these days, and as a whole, it is hard to find subject matter for report.

Reported,  
Boston, 12-8-12-L.



R.B.R. Reports.

Bangor, Me., Friday, December 6, 1912.

Today I worked in place of Matthews from 9 A. M., until 9 P. M., on the State Street Loop.

I learned from Wm. Kelly today that Mr. Graham has given a promise that no union men will be dismissed from the service of the Company, and that John Griffin has been asked to accompany Mr. Graham to Boston, for the purpose of having an interview with Mr. Reardon, to come to an arrangement satisfactory to all parties. This fact, however, does not seem to be generally known among the men, but I have heard there is to be a meeting tomorrow night, Saturday, when all these matters will be made known. I have not, however, been officially notified of this, and cannot say definitely whether or not it will take place.

Reported,  
Boston, 12-8-12-L.



R.B.R. Reports:-

Bangor, Saturday, Dec. 7, 1912.

To-day I did not go to work having been laid off under the pretext of "money late".

Towards 9 P.M. I attended the meeting of the local branch of the A.A.S. & E.R.E. of A. in the A.O.H. hall.

The meeting proper commenced about 10 P.M. there being exactly seven members present, John McGreal, L.E. Grant, Driscoll, Lockland, Boyce, Felch and myself.

McGreal, of course, addressed the meeting and spoke of the proposed meeting between Mr. Graham and Reardon, and of how John Griffin had had the offer to accompany Mr. Graham, with all expenses and wages paid, but had declined to act as third party to the conference. Griffin's reason seemed to be that if everything was not in favor of the men, that there might be some feeling that he had been bribed or bought off. McGreal seemed to feel that Griffin had not acted as he might have done, but after his experience with Vice President Avery, he was careful not to say too much. It was thought advisable that when this conference took place there should be a representative present from the local branch and on the suggestion of McGreal I drew up a telegram addressed to Reardon as follows:

"Withhold conference with Mr. Graham pending arrival of representative from local division. Wire by return where and when conference to be held".

McGreal then called for a volunteer to go to Boston. Driscoll volunteered and the whole assembly agreed. A committee was to be

appointed to see Mr. Johnson and ascertain whether Driscoll would be allowed to go and whether or not Mr. Graham would be willing to pay Driscoll's expenses while taking the place of Griffin.

McGreal talked along for a considerable time, along the old lines, the only thing new that he disclosed was that he had been using his influence "among the powers that be in the municipality" and though in the meantime he would not say what he had accomplished, he believed that by his efforts there would be a

clause in the next charter granted to the Company which would make the men respected all over the city and give them the power to meet the Company in a manner they had never done before.

Grant, Felch and Lockland left about 10.30 P.M. and the four who remained waited until the late men arrived at midnight.

At the second part of the meeting there were 14 men present. The telegram was read and discussed and the words "Branch unanimous in this, otherwise dissatisfied" were added at the suggestion of those present. They were all agreeable that Driscoll be sent as representative.

Cameron, Johnson and Jellison were the main speakers and there was a good deal of dissatisfaction expressed regarding the conduct and attitude of Reardon. Cameron and Johnson wanted to know why this conference could not have been held in Bangor instead of Boston and Reardon came in for a good deal of criticism because he had not



returned to Bangor this week as promised, and because he had not communicated with the local branch in any shape or form. The general opinion is that Reardon has not played quite fair and is not devoting sufficient time and energy to the affairs of the branch.

Vice Pres. Avery sent word through Grant that he was all through with the union. Grant intended to resign his position as Secretary and will in due course drop out of the union entirely, but could not do so as he had to leave early.

The total strength of the union is fifty-two. There is a cash balance of \$30.31 and a remittance of \$35.00 has been sent to the headquarters in Detroit. The members pay a monthly assessment of 75¢, 50¢ of which goes to headquarters.

After the meeting broke up at 1.20 A.M., McGreal, Driscoll and myself went to the Western Union Telegraph office and dispatched telegram to Reardon after which we adjourned to Frey's restaurant where we met Kelly W. and O'Leary, the red headed mechanic in the barn. We refreshed ourselves with pie and coffee, for which I paid, the total being 75¢. O'Leary then handed me ten employees' passes with the injunction to be sure and "sandwich them in".

Reported

Boston 12/10/12 -B-

R.B.R. Reports.

Bangor, Me., Sunday, December 8, 1912.

I did not work at any time during the day, my name not appearing on the list. During the day there was no reply to the telegram sent to Reardon, which caused a good deal of surprise, and is causing the men to feel that they are being somewhat neglected. During the last week or two, Reardon has fallen very much in the men's estimation, because of his actions in not keeping the men posted on what is going on. Most of the spare men and the nine o'clock men dread the Winter, not so much perhaps on account of the cold, but for the work on the snow plows. They are anxious to have the union make an effort to get the pay for this work increased to time and a half, and also to get extra pay for Sunday work.

Reardon keeping away as much as he is doing, makes it impossible for them to make any demands, as nobody else seems to have back-bone enough to take the matter up with Mr. Graham.

I spent most of the day with L. E. Grant, who told me that he was only tired of the whole business and wished he could get out of it, but Fred Merrill had made a statement to the effect, that although he thought a good deal of John McGreal, he thought a good deal more of his job; so that to all intents and purposes he is done with the union. While there are very few coming out openly and saying they intend dropping out, there is absolutely no enthusiasm, and very little is being said about the organization.

Reported,  
Boston, 12-11-12-L.



R.B.R. Reports.

Bangor, Me., Monday, December 9, 1912.

I did not go to work today until 4 P. M., when I ran the Hammond St. extra until 7 P. M. The afternoon I spent in conference with Mr. Johnson and Mr. Allen.

Still no news has come from Reardon, and the union men are not at all pleased with the present condition of affairs. Nothing is being done, and nothing can be accomplished until this important person is on the scene, and the patience of the men is being sorely tried. Day by day they are becoming more dissatisfied, and Reardon will have to take some very drastic measure when he does arrive, to get the men back into the frame of mind they were a few weeks ago.

Nothing else of any importance has transpired.

Reported,  
Boston, 12-12-12-L.

R.B.R. Reports.

Bangor, Me., Tuesday, December 10, 1912.

Today I was at work from 10.15 A. M., until 11.30 P. M., on the Hammond & Centre St. run, in place of Jellison. I saw W. Kelly during the day, who told me that McGreal had received a telegram from Reardon, saying that he had had a conference with a Mr. Sullivan; that there was "nothing doing," and that he would wire as soon as he was able to come to Bangor. No notice was taken of the telegram sent Sunday morning, and the one received seems to be so vague, that none who have seen it comprehends its meaning thoroughly.

Johnson was my moterman during the day, and although he is an enthusiastic union man, he shares the belief that the union is losing ground, simply because of Reardon's inactivity, general negligence and lack of consideration for the union members.

Reported,  
Boston, 12-12-12-L.



R.B.R. reports:-

Bangor, Me., Wednesday, December 11th, 1912.

I reported for work this morning at the car barn at 8:40 A.M., and took Whiting's place on the State St. loop. Nothing as yet has been heard from Reardon, and the only thing being done is a half hearted attempt to collect the twenty cents per member for the benefit of John McGreal. Otherwise there is nothing of any importance taking place.

I discontinued work at 9 P.M.

Reported.  
Boston-12-15-12.

(T)

R.B.R. reports:-

Bangor, Me., Thursday, December 12th, 1912.

I reported for work at 8:40 A.M., and again ran in place of Whiting on the State St. loop. Wilson was listed to see the Supt. today, but I did not hear any of the comments which would be made.

McGreal came on my car during the afternoon and showed me a telegram from Reardon instructing him to call a meeting Saturday evening, and stating that he would arrive in Bangor Friday evening. The meeting will be held in the A. O. H. hall, which is granted free for this purpose.

Grant intends resigning his position as Secretary, and it is not unlikely that I will be proposed as his successor, but unless I can form an opinion early in the evening whether or not there is likely to be much trouble in the immediate future I will decline the honor; but if the fighting spirit predominates, I will reluctantly accept as thereby I would be enabled to take notes at the meeting and be much closer in touch with the leaders than I am at present.

I discontinued work for the day at 9:15 P.M.

Reported.  
Boston-12-15-12.

(T)



R.B.R. reports:-

Bangor, Me., Friday, December 13th, 1912.

Today I reported for work at the car barn at 8:30 A.M. and took Matthew's run on the State St. loop. Nothing occurred of an unusual nature during the day, nor was there anything of any interest. I discontinued work at 10 P.M.

Reported.

Boston-12-17-12.

(T)



R.B.R. reports:-

Bangor, Me., Saturday, December 14th, 1912.

In view of the fact that there was a meeting tonight I did not go to work today. Early in the afternoon I happened to be in the vicinity of the waiting room, when I was approached by Kustian Billie, the inspector, who asked me, was I, a member of the union, and on my replying in the affirmative, he advised me in a kindly and friendly way to quit as there was trouble brewing and as a result I was liable to lose my job. I of course told him I meant to "stick by the boys" whether I lost my job or not and so forth in the same strain and the matter ended.

I then rode out of the square with Motorman Eisnor, who asked me was I being warned and told me that all of the men had spoken to in the same manner. At Hodgdon St. I saw John McGreal. He had been informed of what was happening. He suggested that we go down to the square and find out how many men had been thus intimidated, which we did, and then at his suggestion we proceeded to the Penobscot Hotel, and procured an audience with Reardon. He was in room 44 and we found William Kelly there. McGreal gave Reardon a statement of what was going on but he did not make a great deal of comment beyond saying that the company were beginning the fight and all this would be brought up at the meeting and then the sentiment of the men would be known. McGreal summed it up that "the company must be in sort straits when they were resorting to such measures." McGreal then secured a copy of last Wednesday's Bangor News and read the printed report of what had taken place at the City Council meeting the previous day, especially regarding the amendant to the proposed franchise suggested by Councilman McGraw to the effect that The Bangor Railway and Electric Company consent to have a board of arbitration settle any dispute between the company and the men. This entire matter was engineered by McGreal, who is very proud of his handiwork. McGreal seems to spend much of his time buttonholing various city officials whom he is acquainted with and enlisting their sympathies with the men and doing all he can to promote public interest in the union. This is looked upon as being the last trump card to be played and Reardon admitted to me that in this depended whether or not the union could and would exist in Bangor. Reardon intends staying in town during the week when McGreal will go around with him and introduce him to sundry members of the City Council, Aldermen and other prominent city officials and persuade them to vote for the addition of the amendment to the franchise and thereby secure recognition of the union. There is to be a public meeting in the City Hall on Friday, December 20th, when the entire charter will be discussed and McGreal suggested to Reardon that he be present and make a speech to the public and win them over to his point of view. This Reardon agreed to do.

J. T. Gallagher is the lawyer who drew up the amendment and will be paid \$5 by the union for his services. Of the twenty-one members of the Council McGreal is quite sure he can influence more than eleven of them. We left Reardon's room about 5 P.M. and McGreal and I went to a nearby restaurant and had supper during which we discussed the various angles of the situation. He is of



course very much inclined to laud his own work in having this matter put before the City Council, and believes that there is absolutely no doubt but that the company will be forced by sheer weight of public opinion to accept the charter with the amendment included. He is also very much inclined to criticise Reardon and is not at all pleased with this policy of continually sparring for time and general inactivity. So far nothing has been accomplished by the union and every issue seems to get side tracked and something new sprung on the members. It was agreed that every member pay 20¢ per week which would have amounted to the equivalent of his wages but though he has been idle for five weeks he has only received \$10.80.

I then met Lewis Grant, accompanied him to his home, where he packed up all the papers, books and seal belonging to the organization and together we went to Reardon's room at the hotel. He told Reardon he had decided to resign his position and drop the union entirely, giving as his reason that influence had been brought to bear upon him and in his present circumstances he could not afford to run any chance of losing his job. Reardon expressed neither surprise nor regret, and took the whole matter simply as what might be expected, though he tried to have Grant say who had spoken to him and what had been said, but Grant would not do so as he had promised he would not.

Towards 9:30 P.M. I entered the A.O.H. hall, where the meetings were held. At the first meeting the following men were present: Reardon, McGreal, Driscoll, William Kelly, Mike Kelly, Griffin, Fahey, Roger, Abbot, Nason, Rice, Carroll, and Richardson. There was a noticeable absence of formality of any kind; we were all seated around a table and for a time discussed this "intimidation" by the inspector and the superintendents, Grant's resignation and the falling off of Avery, Merrill, and several other members who were not named. Then Griffin asked Reardon about the conference, and we were given a recital of the entire happenings. He read the letter and telegrams received from Mr. Graham, and told of how on Monday, last, he and Mr. Fay had gone to Young's hotel, Boston, and had met Mr. Silliman who represented Mr. Graham. He spoke with a good deal of cynicism of the cold and frigid politeness with which they had been treated and how they had been told quietly but firmly that the Directors of the company were not disposed to recognize the union in any shape, or manner. Commenting on this interview he let it be understood that he believed this sickness of Mr. Graham was purely imaginary and that possibly the doctor had been influenced by Messrs. Silliman and Clark to advise Mr. Graham not to attempt to journey to Boston. Reardon believed that at the Directors' Meeting Mr. Graham had shown signs of weakening and giving in to a certain extent towards the organization and seeing this had managed to get Mr. Graham into the background so that they could handle the situation in their own "cold blooded" way. He then spoke of the matter which he and Mr. Graham had discussed and which they had agreed to keep secret until the decision was given. He said that Mr. Graham had had in mind a plan to have a written contract drawn up between the companies of which he had controlling interest here in Bangor, in Lewiston, and in Portland, and the Amalgamated Association of Street Railway employees, whereby an amicable arrangement could be made for the adjusting of all grievances.



McGreal then spoke, first of all, reading from the newspaper the proposed amendment to the charter to be granted to the company. The matter was discussed at length and various unimportant opinions expressed, but the only suggestion made was by Reardon, to the effect that every man go and see his representative to the City Council and tell him to vote for this amendment when it was brought before the council and unless he did so when the next election came around he would not only lose his vote but he would do his best to influence other voters against him.

McGreal told the men that if this was included in the charter it meant recognition of the union and victory for them. Reardon spoke about the fight and how the men would have to lick the company, and the war had begun. It remained to be seen who would get the best of it. Towards 11 o'clock the men began to drift away. O'Leary came in and stayed to the second meeting and Connors paid a short visit. Richardson made a reference to the number of men in the barn who had been warned against attending the meeting by McCormick. He also asked Reardon how it was that the Supts. knew everything that went on, know who spoke at the meetings and could quote word for word what was said. Some had the idea that while we met in the Masonic Hall that by means of a dictograph they had been able to get a verbatim report of all that happened, but the transfer to the Hibernians Hall had made this impossible.

Reardon however told them that they could depend upon it that the company had a man paid to write reports on what transpired, and quoted numerous instances where he had discovered men doing this and what had happened to them. He told how companies would send to a Detective Agency and get a "so-called Detective" to come and go to work as a spare man, make a good fellow of himself, get into the union, and get all the information just exactly as it has happened in this case, and said they could rest assured that there was a spy right here in Bangor, so that they were to be careful what they said and who they said it to.

From 11:30 until midnight there was a lull in the proceedings which ended with the arrival of the late men. At the second meeting there were eighteen present, some of whom remained from the first meeting, so that there was exactly twenty-six attending the two meetings. They were told of Grant's action and some comment was made about him being a "squealer" and having "cold feet", but they feel far more bitter towards Fred Merrill and Fred Avery, and several others who were ringleaders and who had induced men to join, and who had quit when the crisis came and were not men enough to come out and say they were done with the union. Reardon went over the same ground as he had done previously, and recited all the various facts. He told the men they were now face to face with a hard fight, that the company were showing that they were determined to "kill the union" and it was up to the men whether they preferred the union or their jobs. Wilson made a few rambling remarks, told of his visit to the office, and said how everything he said in the meeting was known to those in the office. He expressed himself as being against a strike, that he did not believe we could possibly win in a fight with the company and showed various symptoms of that distressing complaint "cold feet". The amendment to the charter was discussed and the men advised to see their ward representatives and coax and cajole him to vote for the



amendment.

A lot of confusion and talked followed, every one present saying something. Hosmer, Wilson, Bullock, Cameron, Whiting, and Hinton all showed by their talk they were getting tired of all this excitement and fair promises which were never realized.

I asked Reardon in the event of this charter being granted by the city without this clause calling for the recognition of the men's union what we as an organized body would do. Reardon and several others replied "Not a damned thing", and then the meeting broke up. It was then 1:30 A.M.

Perhaps I may be unwise in passing any judgement on the union, at this stage, but so far as I can see it is falling to pieces and will very soon sink into oblivion.

The work of Billie, Johnson, and McCormick today was the first real blow ever struck openly and seemed to me to be extremely effective. The organization has no officers, the secretary and vice president having resigned; the president is an ex-employee of the company, and according to the rules of the association has no say or vote in any dealings with company. The recording secretary is Connors, who can not and does not attend the meeting, and never performs his function. Reardon is keeping hold of all the books and the cash, which amounts to thirty----- dollars and thirty-one cents. Five dollars and thirty-five cents is yet to be deducted for lawyer's fess and telegram. Locke and Sprague have not paid their assessment for last month; nothing is being said about this month's assessment; the collection for John McGreal is not being made and all these facts make it seem to me, at least, as if in a very short time, Branch 604 of the A.A.S. of E.R.E. of A. will become "non est".

Reported.  
Boston-12-17-12.

(T)

R.B.R. Reports:-

Bangor, Sunday, Dec. 15, 1912.

To-day I did not go to work and early in the day I had an interview with Mr. Johnson, the Superintendent, and went over the situation in detail.

Nothing new occurred during the day, though it is very evident that the men are tired of the situation they find themselves in and wish they were out of it. Bullock, Avery (W), Wilson and Hosmer have all said they intend resigning, and evidently as a result of Fred Merrill's desertion. The men on the Oldtown line are beginning to waver and any reasonable excuse will be sufficient to cause them to resign or drop out without that formality.

Everything now depends on the inclusion of amendment in the forthcoming charter, failing which, there will not be enough enthusiasm or members to carry on the union.

Reported  
Boston 12/18/12 -B-



R.B.R. Reports:-

Bangor, Monday, Dec. 16, 1912.

To-day I worked in place of Hosmer on the Orono section, leaving the barn at 7.20 A.M. and discontinuing for the day at 9.40 P.M.

I heard of nothing new regarding the union, though the men are just about as dissatisfied as they can be with the present condition of affairs in the union. Grant, Cameron and Avery told me to-day as a joke that they had heard that I was a "spotter" in the employment of the Company. After a good deal of trouble I managed to find out through Grant that Driscoll had told Mrs. Grant and himself that he was quite certain that I was a "spotter". He had been listening to Reardon on Saturday and what he said with reference to spies in organizations of this kind and had concluded that I fitted in perfectly. The story has not spread to any great extent and where it has, it is not credited. The only reason Driscoll has for thinking this, is the fact that I am usually not at work the day the meetings take place. I do not anticipate any trouble from Driscoll's talk, though I realize more care will be necessary in future.

Beyond this there was nothing of any interest.

Reported  
Boston 12/18/12 -B-

## R.B.R. Reports:-

Rangor, Tuesday, Dec. 17, 1912.

To-day I did not report for work until 4 P.M. then ran on the Hammond St. extra until 7.30 P.M. Little or nothing has happened of any interest, and being under suspicion at present makes it so that I cannot with impunity ask many questions. John McGreal is going around talking to each man individually in a further effort to keep their courage up, but there is not much fight left in them.

There is no risk of any of the new men joining or siding with the union men for the reason that they have witnessed the ill feeling that has arisen because of the union, among the members and non members both, and the continual strife between the company and the members, that very few will take the risk of losing their jobs for the union.

I had a talk with Wm. Kelly but he had nothing new to say.

Reported

Boston 12/21/12 -B-



R.B.R. Reports:-

Bangor, Wednesday, Dec. 18, 1912.

To-day I reported for work at 10.45 A.M. and ran the last half for Driscoll and also the last half for Avery occupying my time from mid-day till midnight.

There was nothing new and very little of any interest. Union matters remain about the same and very little is being said.

Reported  
Boston 12/21/12 -R-

R.B.R. Reports:-

Bangor, Thursday, Dec. 19, 1912.

To-day I was at work on the State St. loop from 10.45 A.M. until 11.15 P.M. Geo. Lawrence was my motorman and we had various discussions regarding the union and the present situation. The number of spare men still causes a great deal of uneasiness and there is a feeling that something is going to happen soon. McGreal has always maintained that very few of the men will benefit by the raise of pay on Jan. 1st and it is expected that after the Christmas rush is over things will begin to happen. Lawrence is a strong union man and is ready to lose his job any day, at least, so he says. Jellison, Johnson, Kelly, Eisnor and Lawrence are about all whom I can think of who are likely to stick by the organization and a little drastic action by the Company to show that they did not intend to tolerate this antagonism to the Company would soon end the matter for all time.

Reported

Boston 12/21/12 -B-



R.B.R. Reports:-

Bangor, Friday, Dec. 20, 1912.

To-day I reported for work at 10.45 A.M. and at 4.30 P.M. ran special car to Hampden.

Nothing of unusual interest occurred throughout the day, and though I spent part of the evening with Grant, it is quite apparent for the time being nothing is expected to happen so far as the union is concerned.

The long spell of inactivity which is likely to occur between the present day and Reardon's return will not by any means help the union, still too much stress cannot be laid on what the men say at present. The men who have deserted the ranks, are very openly criticized and considerable contempt shown for them as a result of their actions. This has a tendency to deter many men from saying outright what they mean to do. It is generally conceded that in spite of all that has been said, the union so far has accomplished nothing and as prospects are at present there is little hope for them ever doing anything.

The assessment for this month has not been paid, and the collection on behalf of John McGreal is never even mentioned. Who has possession of the books now I do not know. I have not seen John McGreal for several days.

Reported  
Boston 12/23/12 -R-

R.B.R. Reports:-

Bangor, Saturday, Dec. 21, 1912.

To-day I reported for work at 10.45 A.M. and ran from 4 P.M. between Bangor and Orono in place of Hosmer. Nothing of any interest occurred throughout the day beyond a little disagreeableness between Driscoll and myself which did not amount to anything. Unless, perhaps, Johnson, no one seems to put any stress on Driscoll's talk and by the exercise of a little tact, I believe that my position here is just as secure as it formerly was.

Discontinued work at 11.30 P.M.

Reported  
Boston 12/23/12 -R-



R.B.R. reports:-

Bangor, Me., Sunday, December 22nd, 1912.

Today for the sake of keeping up appearances I did not go to work. Nothing of unusual interest occurred during the day though I saw John McGreal during the afternoon and we had a lengthy conversation. McGreal is perfectly satisfied with the condition of affairs in the Union and though he admits that many men are drifting away still he is satisfied that they have at least the nucleus of a union and that is all that is necessary. He talked a great deal about the brakes on the local cars, saying how little attention was paid to this very important part of the equipment, and quoted endless instances where cars were turned into the barn as faulty a cursory examination would be made or there might be a little done toward remedying the defect, but when the first call came for a car the same car would be sent out again, thereby risking the lives of passengers and crews. He declared there was absolutely no kind of management in the car barn, and that the union would make a tireless effort to see that in future no car left the barn unless it was in perfect condition. McGreal is very optimistic about the union and sees nothing but success for its effort whereas a great many of the members treat it as a thing of the past.

A month ago one heard nothing but how they were going to fight the company, now they do nothing but fight among themselves. I have had no further trouble regarding Driscoll's talk.

Reported.  
Boston-12-26-12.

(T)

R.B.R. reports:-

Bangor, Me., Monday, December 23rd, 1912.

Today I reported for work at the car barn at 8:40 A.M., but did not go to work until 4:15 P.M. when I ran on the Hammond St. Extra. As nearly every man was employed during the day there was no opportunity for conversation and nothing of any interest occurred.

I discontinued work at 7:30 P.M.

Reported.

Boston-12-26-12.

(T)



R.B.R. Reports.

Boston, Mass., Tuesday, December 24, 1912.

I did not go to work today, preparatory to leaving the town. I saw the Superintendent and completed arrangements. My cap, badge, uniform and all other articles I left in care of conductor L. E. Grant, who promised to care for them until my return.

During the day I heard of nothing of interest and left town on the 8 P. M., train, arriving in Boston at 6 A. M., December 25th, and in due season reported to the office.

Reported,  
Boston, 12-26-12-L.