

24.—Strikes and Lockouts, by Industries, 1940 and 1941

Industry	1940					1941				
	No. of Disputes	Workers Involved		Time Loss		No. of Disputes	Workers Involved		Time Loss	
		No.	P.C. of Total	Man-Working Days	P.C. of Total		No.	P.C. of Total	Man-Working Days	P.C. of Total
Agriculture.....	1	1	-	1	-	1	1	-	1	-
Logging.....	1	50	0.1	200	0.1	1	300	0.3	4,000	0.9
Fishing and Trapping.....	5	1,855	3.1	12,070	4.5	1	1	-	1	-
Mining, etc. <sup>2</sup> .....	70	31,652	52.2	76,303	28.6	48	41,476	47.6	191,689	44.2
Manufacturing.....	56	16,118	26.6	148,631	55.8	127	36,730	42.2	205,845	47.4
Vegetable foods, etc.....	3	290	0.5	410	0.2	5	691	0.8	3,050	0.7
Tobacco and liquors.....	1	1	-	1	-	1	1	-	1	-
Rubber products.....	2	347	0.6	1,564	0.6	3	441	0.5	255	0.1
Animal foods.....	1	1	-	1	-	5	1,247	1.4	4,745	1.1
Boots and shoes (leather).....	2	86	0.2	2,645	1.0	4	272	0.3	1,280	0.3
Fur, leather, and other animal products.....	1	1	-	1	-	5	534	0.6	1,633	0.4
Textiles, clothing, etc.....	27	10,992	18.1	118,533	44.5	37	5,564	6.4	37,339	8.6
Pulp and paper.....	1	1	-	1	-	3	476	0.6	565	0.1
Printing and publishing.....	1	1	-	1	-	4	217	0.3	2,892	0.6
Miscellaneous wood products.....	2	318	0.5	913	0.3	14	1,930	2.2	9,756	2.2
Metal products.....	17	3,579	5.9	19,626	7.4	37	24,330	27.9	136,623	31.5
Non-metallic minerals, chemicals, etc.....	2	430	0.7	4,750	1.7	6	457	0.5	1,280	0.3
Miscellaneous products.....	1	76	0.1	190	0.1	4	571	0.7	6,427	1.5
Construction.....	18	1,953	3.2	4,476	1.7	27	5,889	6.8	13,997	3.2
Buildings and structures.....	6	508	0.8	1,398	0.5	13	3,384	3.9	9,365	2.2
Railway.....	1	1	-	1	-	1	1	-	1	-
Shipbuilding.....	3	900	1.5	2,450	0.9	4	1,108	1.3	1,335	0.3
Bridge <sup>3</sup> .....	1	1	-	1	-	1	1	-	1	-
Highway.....	1	1	-	1	-	2	231	0.3	2,009	0.4
Canal, harbour, waterway.....	1	1	-	1	-	1	1	-	1	-
Miscellaneous.....	9	545	0.9	628	0.3	8	1,166	1.3	1,288	0.3
Transportation and Public Utilities.....	7	6,816	11.3	15,087	5.7	13	1,566	1.8	4,224	1.0
Steam railways.....	1	1	-	1	-	3	355	0.4	390	0.1
Electric railways.....	1	1	-	1	-	1	176	0.2	880	0.2
Water transportation.....	5	6,591	10.9	11,287	4.2	7	956	1.1	2,154	0.5
Local transportation.....	2	225	0.4	3,800	1.5	2	79	0.1	800	0.2
Telegraph and telephone.....	1	1	-	1	-	1	1	-	1	-
Electricity and gas.....	1	1	-	1	-	1	1	-	1	-
Miscellaneous.....	1	1	-	1	-	1	1	-	1	-
Trade.....	4	1,404	2.3	6,668	2.5	4	193	0.2	760	0.2
Finance.....	1	1	-	1	-	1	1	-	1	-
Service.....	7	771	1.2	2,883	1.1	11	937	1.1	13,399	3.1
Public administration <sup>4</sup> .....	1	35	0.0	70	0.0	1	7	0.0	35	0.0
Recreational.....	1	1	-	1	-	1	1	-	1	-
Custom and repair.....	1	100	0.2	1,000	0.7	1	35	0.1	18	0.0
Business and personal.....	5	636	1.0	1,813	0.4	9	895	1.0	13,346	3.1
<b>Totals.....</b>	<b>168</b>	<b>60,619</b>	<b>100.0</b>	<b>266,318</b>	<b>100.0</b>	<b>231</b>	<b>87,091</b>	<b>100.0</b>	<b>433,914</b>	<b>100.0</b>

<sup>1</sup> None reported.      <sup>2</sup> Includes non-ferrous smelting.      <sup>3</sup> Includes erection of all large bridges.  
<sup>4</sup> Includes water service.

**Causes and Results of Industrial Disputes.**—In each of the years since the record was begun in 1901, by far the most important cause of disputes has been changes in wages but, since 1936, union questions (chiefly union recognition, the discharge of workers for union activity or membership, the employment of union members only) have led to many strikes and caused about 40 p.c. of the total time loss.

In 1940 and 1941, while wage questions caused the largest numbers of strikes, union questions were again responsible for a major proportion of the time loss. The specific demand for union recognition, which was most important among causes of disputes in 1940, was less important in 1941.