

9-10 EDWARD VII., A. 1910

## LAW AS TO MAIL CARRIERS.

*By Mr. Knowles:*

Q. Would this apply to a man who was hired to drive a wagon conveying His Majesty's mail, if the contractor hired such man?—A. Yes, I believe it would.

Mr. MACDONELL.—I should think it would without any doubt.

Mr. STAPLES.—Then it would apply to all city mail carriers.

Prof. SKELTON.—It would probably apply to contracts with railways for transportation. I might point out in this connection that when Bills of this character were before the Federal Congress of 1902 an express stipulation was put in that it should not apply to contracts for transportation by land or water, or for the transmission of intelligence or for the purchase of supplies. It was thought by the committee to be clear that the Bill as it stood—which in essentials was much the same as the Bill here—would apply to the contracts for the transportation of mail and would of course force the railways to be carried on on an eight-hour basis, so the heads of various railway unions came before the Committee in 1899 and testified that while strongly in favour of the eight-hour system and believing it was coming, they thought it would be unworkable at the present moment to apply it to the railways. So an exception was made, and in all the Bills brought forth since, that exception has been preserved.

*By Mr. Macdonell:*

Q. If you have got, in some handy form, these various exceptions, I think it would be well to give them as you go along through the different enactments, so that when we come to consider the whole situation we will have them before us. In that way you would not have to go through all your material again.—A. I have them here and can put them in.

*By Mr. Stanfield:*

Q. Coming back again to the question of uniforms, are they manufactured by the United States, or are contracts for them sublet?—A. I think they are sublet.

Q. Would you kindly find out if possible where they are made and the regular hours of labour for clothing factories in each particular district, and how they keep track of work done on the eight-hour basis?—A. You mean in the case of the states, because it is only the state law which applies to the provision of supplies and materials? Do you mean in the case of the State of New York, which buys uniforms for its militia, how they are provided?

The CHAIRMAN.—Have you in mind, Mr. Stanfield, the federal or the state government?

Mr. STANFIELD.—Both.

The CHAIRMAN. The federal government, as I understand it, distinctly excludes the supplies.

Prof. SKELTON.—Yes, it applies only to public works, but the various state governments undoubtedly have to purchase supplies such as uniforms.

Mr. STANFIELD.—It would be well to look into that matter.

The CHAIRMAN.—Certainly.

Prof. SKELTON.—I think it would not be a bad idea to attempt to arrange, either by inquiry from the various departments or by discussion among the members of the Committee, what would be the natural scope of this Bill as it stands here; to what it would apply, to what public works, what contracts for railroads, &c., to what purchases of material, to what contracts for transportation and so on.

Mr. SMITH.—Do you mean the New York Bill, or the Canadian Bill as it stands?

Mr. VERVILLE.—There are eleven members of this committee and there may be eleven different ideas on those points.

PROF. SKELTON.