

are dismissed in a very unfavourable time of the year, when they have got to seek employment elsewhere. In the fall of the year it is the hardest time to get a job.

*By Mr. Gardiner:*

Q. I notice that when they are employed late at night, they are paid extra if they are not given time for meals?—A. Yes, as to the meal hours, supposing a man works five hours and it is time for his meal, and there is something going wrong and they cannot stop the work, that man continues working for another five hours if required and then he gets double time.

Q. Does he get double time for the other five hours or just for the meal hour?—A. He gets double time for every hour that he didn't eat, after the regular eating time.

*By Mr. Sales:*

Q. I do not find that in this agreement.—A. I have seen that somewhere in the agreement, but I am not able to find it at the moment.

*By the Chairman:*

Q. It is clause D. When ship liners are required to work in meal hour, they shall receive double time for that hour and for each succeeding hour until discharged for a meal. That is quite reasonable from the man's standpoint. If there is such a rush on that the man cannot stop to eat, and he is taking it out of his reserve strength, he is paid double.

*By Mr. Sales:*

Q. And double that on Sundays?—A. Double rate on Sundays.

Q. So that makes it four times the rate on Sunday?—A. No, no, just double time.

*By the Chairman:*

Q. But on Sunday supposing he was working and receiving double time and could not get his meal and had to keep on working, you would then double the Sunday time?—A. It would be only logical to do so, but it has never happened. You bring up questions that I cannot very well answer, because we have never been up against such conditions as that. It is generally during the week that those things occur, and I don't know one instance yet where the company has been called upon to pay four times the rate of wages.

Q. It might happen on a Saturday night; if the men were rushed between 11 and 12 on Saturday night and unable to get fed and they carried on during a few of the early Sunday hours, then they would get double Sunday pay; if that happened on Sunday night they would run into Monday and would not get it.

Mr. SALES: There is a provision further down that the meal hour at night shall be at a certain hour, and the ship shall furnish good meals.

The CHAIRMAN: My father had some experience as a master stevedore and contractor for the loading and unloading of ships, and when a ship has got to go away, they never stop for anything. I have been told of incredible hours, that the men would work sometimes 36 and even 48 hours at a stretch.

Mr. SALES: Those are exactly the abuses which this gentleman says led to the Union and now it cannot be done.

The CHAIRMAN: It can be done, but at a tremendous cost for wages, in order to make those responsible for the management of the work avoid these abuses as much as possible.

[Mr. Arthur Martel.]