

work at eleven o'clock," and I go down at eleven o'clock and work until one o'clock in the morning, two hours of actual work, how much pay would you give me?—A. You would get paid for every hour you were there, whether you were working or not, as long as you were there at the request of the company.

Q. But when they are going to start lining at seven o'clock in the evening, how much do you give me?—A. For every hour you are there; the rate is fifty cents an hour, and sixty cents for night work, therefore it is easily figured out.

Q. Would I get \$1.20?—A. If you were called by the company, whether you work or not.

Q. Listen to the question and answer it direct. You are the boss, my name is McMaster, I am a ship liner, you say to me, "McMaster, you are going to start work at such and such an hour, at eleven o'clock at night, you will go down there and start work at eleven o'clock." If I go down at eleven o'clock and finish at one o'clock in the morning, how much will you pay me?—A. You would get two hours' pay at the rate. If it is considered day work, 50 cents an hour; if it is considered night work, 60 cents an hour. Therefore you get \$1.10.

By Mr. Caldwell:

Q. I am not quite clear on this yet. Supposing you order your workman to come at 11 p.m. Will he come at that hour?—A. The agreement does not say that. The agreement says that when the men are required to work at night they must be called for 7 p.m., and get paid full time at the prevailing rate of wages from that hour, until discharged.

Q. That is clear. The point the Chairman made is if you order your man to come at 11, whether he would come at that hour. I take it that he will not, and that the agreement is that he must be called so as to be there at 7.—A. It is unfortunate it is a little difficult to come to an understanding on this point, because we all had in mind an exceptional case.

By the Chairman:

Q. I am asking you as a practical man, under the agreement whether if you tell a man to be on duty at 11 p.m., and he comes at that hour and works until 1 in the morning, will be paid from 7 until 1 or from 11 until 1?—A. There are cases that don't occur, because of they wanted men for 11 o'clock at night, they would call those men at 7 o'clock and employ them elsewhere, so that at 11 o'clock they are on the job to do the other work, with proper management.

Q. Suppose there was no other work?—A. Then they would pay them from the time they called them out and the agreement says they must be called at 7 o'clock.

Q. Exactly. Now we have got it. As you say, the agreement is pretty clear on that point, that ship liners ordered out to work at night must be out at 7 p.m., and be paid full time at the prevailing rate of wages from that hour until discharged, or set to work, so that if a vessel happened to come in at, say, 11 p.m., the men who would go on board to do the work of ship liners, must be paid from 7 o'clock in the evening until 11 o'clock practically for working time, and then paid for their work until they finish. That is the situation, Mr. Martel, is it not?—A. Yes.

Q. Will you file this agreement as an exhibit?—A. Yes.

By Mr. Sales:

Q. You say they would be employed elsewhere. Would you describe that?—A. Elsewhere, I mean on other ships.

Q. At the same kind of work?—A. Yes. Sometimes there are five or six ships in port, sometimes twenty, twenty-five or even thirty. It depends on the

[Mr. Arthur Martel.]