

**(26.) GREYMOUTH WHARF-LABOURERS.**

Greymouth, 9th May, 1900.

**MEMORANDUM** of agreement made, in accordance with the provisions of the Industrial Conciliation and Arbitration Act of 1894 and its amendments, between the Greymouth Wharf-labourers' Industrial Union of Workers and the Union Steamship Company of New Zealand (Limited), the Blackball Coal Company, the Wellington Steam Packet Company, the Anchor Line of Steam Packets, and the owners of the s.s. "Kiripaka," and the owners of the s.s. "Gertie." This agreement to take effect from the 1st February, 1900.

1. The following shall be the rates paid by the above companies for loading and unloading cargo, merchandise, and timber, or any kind of labour in connection with the same: Between the hours of 8 a.m. and 5 p.m., 1s. 6d. per hour; after 5 p.m. to 8 a.m., 2s. per hour; during the dinner hour—viz., 12 noon to 1 p.m.—2s. Coal at the rate of 2s. per hour day or night. Unloading cattle at the cattle wharf from any vessel, and all work in connection therewith, shall be at the rate of 2s. per hour day or night, with the exception of Sundays and the holidays as herein provided for, when the rate of pay shall be 2s. 6d. per hour.

2. The companies shall not increase the number of wharf-hands after the above date until those men at present working there shall prove unable to cope with the work. This is not intended to debar companies from putting on men in case of absolute necessity.

3. Preference of work shall in no case be given to any one worker over the other; but all work loading or unloading coal, general

cargo, timber, &c., shall be as far as practicable distributed, subject to the wharf foreman's discretion, amongst all labourers employed on the wharf.

4. The men shall be paid for time actually employed.

5. All employers, through their agents, shall pay all wages due to the men every Friday, to start paying at 3 p.m., providing the pay-time shall take place in the men's own time, and not in the employers' time; and all men that are paid short through a mistake of the timekeeper, upon making it known, shall get their money the following day.

6. All employers, overseers, or foremen of wharf labour wanting men for work at or about the cranes shall find the men required waiting in the building erected as a shelter-shed between the hours of 8 a.m. and 5 p.m., and it will be necessary as far as practicable for such employer, overseer, or foreman to take those men waiting in the shed, and not employ men they find waiting about the wharf.

7. All employers, overseers, or foremen employing men for night-work shall give their orders telling men off before 5 p.m., when the work is between 5 p.m. and 8 a.m., and in the event of this not being practicable the men shall be called out when required.

8. Any man or men ordered out between 5 p.m. and 8 a.m. and on arrival are not required, he or they shall receive one hour's pay at the working rate of wages, and all further time he or they are kept waiting shall be paid for as if working.

9. In the event of any of the companies letting a contract for loading or unloading coal, cargo, timber, &c., they shall in all cases make it a condition of contract that preference of work be given to the regular wharf-hands, and the rate of wages and conditions of work must be the same as if the said company did the work by day or casual labour.

10. All holidays and Sunday work shall be avoided as much as possible, but, when absolutely necessary, shall be paid for at the rate of time and a quarter the ordinary rates, the companies recognising the following as holidays: Christmas Day, Boxing Day, New Year's Day, Good Friday, Easter Monday, Queen's Birthday, and Labour Day.

11. Employers in employing labour shall not discriminate against members of this union, and shall not, in the employment or dismissal of men or in the conduct of their business, do anything for the purpose of injuring this union, directly or indirectly. When members of this union and non-members are employed together there shall be no distinction made, and both shall work together in harmony, and receive equal pay for equal work.

12. Should any matter of dispute arise during the terms of agreement referred to below, and not herein provided for, such matter or dispute shall be referred to and come before the representatives of the various shipping companies and this union, with a view of coming to terms of settlement.

13. The items on this reference-list shall be the basis of an in-

dustrial agreement between the respective representatives of the different companies and the Greymouth Wharf-labourers' Union, and the said agreement to be binding on both parties for a period of one year.

For the Greymouth Wharf-labourers' Union—

HENRY BUTCHER, Secretary.

UNION STEAMSHIP COMPANY OF NEW ZEALAND (LIMITED).

J. NANCARROW, Agent.

J. S. SKODAND, Agent.

BLACKBALL COAL COMPANY (LIMITED).

THEO. ANDERSON

(Per A. Vickerman).

J. L. DINGHAN.

Agent, s.s.

WELLINGTON STEAM PACKET COMPANY.

G. W. MOSS AND Co., Agents.

(27.) WESTPORT COAL-MINERS.

Application for the enforcement of clause 12 of industrial agreements of the 23rd December, 1899, between the Westport Coal Company and the Coal-miners' Union was heard by the Arbitration Court at Westport on the 14th June, 1900, and dismissed, as the evidence did not sufficiently prove the case.

CANTERBURY INDUSTRIAL DISTRICT.

(63.) CHRISTCHURCH TAILORS.

ENFORCEMENT of Agreement.—Before the Arbitration Court, 9th July, 1900.

Christchurch Tailoring Trade-union *v.* Nixon Bros.: Breach of agreement of the 1st November, 1898. Penalty £1, and costs, £2 2s., to union.

(64.) CANTERBURY BAKERS AND PASTRYCOOKS.

ENFORCEMENT of Award.—Before the Arbitration Court, 9th July, 1900.

Canterbury Bakers and Pastrycooks' Union *v.* J. Johnston and J. Hanson. Penalty imposed, each defendant to pay to the union fine £1, half Court costs, half expenses witnesses, and £2 2s. solicitor's costs.