

(41.) WELLINGTON WHARF-LABOURERS.

Before the Board of Conciliation, in the Wellington Industrial District.—In the matter of an industrial dispute between the Wellington Wharf-labourers' Industrial Union of Workers and Union Steamship Company of New Zealand (Limited), Wellington Harbour Board, Huddart, Parker, and Co. Proprietary (Limited), New Zealand Shipping Company (Limited), Blackball Coal Company (Limited), Levin and Company (Limited), Johnston and Co., W. and G. Turnbull and Co., Wellington Steam Packet Company, Westport Coal Company (Limited), C. Seagar, W. Mulhane, M. Segrief, Gannaway and Co., David Long, James Herbert Williams, the Gear Meat and Preserving and Refrigerating Company of New Zealand (Limited), Christopher Cross, and the Tyser Line (Limited); and of a reference thereof for settlement.

I hereby report that, on evidence submitted to the above Board of Conciliation, the Board, on the 8th day of March, 1900, decided that the dispute had not been brought before the Board in compliance with the requirements of clause 5 of "The Industrial Conciliation and Arbitration Act Amendment Act, 1898," and consequently was not before the Board.

Signed at Wellington this 10th day of March, 1900.

JOHN CREWES,

Chairman of the Board.

The Clerk of Awards, Wellington.

No. 27.—Under "The Industrial Conciliation and Arbitration Act, 1894," and its amendments.

Before the Board of Conciliation, in the Wellington Industrial District.—In the matter of an industrial dispute between the Wellington Wharf-labourers' Industrial Union of Workers and the following shipowners and other employers—viz., Union Steamship of New Zealand (Limited), Wellington Harbour Board, Huddart, Parker, and Co. Proprietary (Limited), New Zealand Shipping Company (Limited), Black Ball Coal Company (Limited), Levin and Co. (Limited), Johnston and Co., W. and G. Turnbull and Co., Wellington Steam Packet Company, Gannaway and Co., Charles Seagar, Featherston Street; Matthew Segrief, 92, Taranaki Street; William Mulhane, 22, May Street; David Long, master stevedore, Willow Bank, Plimmer's Steps; William Scones, 19, Martin Street; the Westport Coal Company, Queen's Chambers; the Wellington Steam Ferry Company, the Gear Meat and Preserving and Refrigerating Company of New Zealand, the Tyser Line Company (Limited), and the Shaw, Savill, and Albion Company (Limited); and of a reference thereof for settlement.

The Board having taken a good deal of evidence, having also visited the holds and bunkers of ships, and been on board one or

two coal-hulks, and having carefully considered the matters between the parties to this dispute, doth hereby make the following recommendations:—

1. *Hours of Labour.*—For all classes of labour the ordinary working-hours to be from 8 a.m. till 5 p.m. exclusive of meal hours (from 12 noon to 1 p.m.), excepting Saturdays, when they shall be from 8 a.m. till noon. All other time to be classed as overtime.

2. *Wages per Hour.*—

	Ordinar	Over
	Time.	-time.
	s. d.	s. d.
Stevedore and general cargo work	1 3	2 0
Harbour Board work	1 2	1 10
[Work in freezing-chambers is excluded from the above.]		
Men employed as winchmen, plankmen, bull-ropemen, tippers, and men shovelling in holds of ships and hulks ..	1 5	2 0
Trimming coal in holds of ships and hulks ..	1 6	2 1
Trimming in ships' bunkers on Home-going, foreign, inter-colonial, and coastal steamers..	1 6	2 6
Carrying coal	2 0	3 0
Overhauling-work on ships, whether at the wharves or Patent Slip, such as chipping, cleaning, scrubbing, and painting	1 3	2 0
Carrying and stowing in freezing-chambers aboard ship ..	1 6	2 6

3. Men engaged in Wellington to work cargo at other ports to be paid, from the time of leaving Wellington till their return, at the rate of 10s. per day (Sundays excluded). When leaving before noon to be paid for a day, and when leaving in afternoon to be paid for half a day.

4. All men engaged on the wharves to work anywhere within the limits of the Wellington Harbour, except men engaged to go to the Patent Slip to do work described in clause 7, shall be paid from time of leaving until return, excepting for time during which detained and kept unemployed by circumstances over which their employers have no control. Men engaged to work at the Patent Slip shall not be paid for time during which travelling to and from their work, unless not engaged until after 7.30 a.m. on the day on which they have to go to the work. If engaged after 7.30 a.m. on the same day as that they are required to do the work in, they shall be paid for three-quarters of an hour time for travelling in.

5. That men "ordered down" to be in readiness to commence work between the hours of 5 p.m. and 9 p.m. shall receive a minimum payment for one hour, whether work started or not.

6. That men "ordered down" to be in readiness to commence work between the hours of 9 p.m. and 7 a.m. shall receive a minimum payment for two hours, whether work is started or not.

7. Men "ordered down" for work between the hours of noon on Saturday and 7 a.m. on Monday, and for work on holidays, shall receive not less than two hours' pay.

8. For work done to five minutes from the hour, and from that to fifteen minutes, a quarter of an hour shall be paid for. For work done to twenty minutes from the hour, and from that to thirty

minutes, half an hour shall be paid for. For work done to five minutes past the half hour, and from that to fifteen minutes to the hour, three-quarters of an hour shall be paid for. For work done to ten minutes to the hour, and from that to the hour, a full hour shall be paid for.

9. All work done on Sundays to be paid for at the rate of double time.

10. All work done between the hours of 6 a.m. and 9 p.m. on the holidays mentioned in this recommendation shall be paid for at the rate of 2s. 3d. per hour, except for the classes of work for which overtime rates to be paid are more than 2s. 3d. per hour. For these latter classes of work overtime rates shall be paid on the holiday hours above mentioned.

11. The holidays throughout the year to be New Year's Day, Good Friday, reigning Sovereign's Birthday, Labour Day, Christmas Day, Boxing Day, Easter Monday, and Anniversary Day.

12. That meal hours shall be: Breakfast, 7 a.m. to 8 a.m.; dinner, 12 noon to 1 p.m.; tea, 5 p.m. to 6 p.m.; supper, one hour between 11 p.m. and 1 a.m., according to circumstances, at the discretion of the employer.

13. Men employed from midnight to 7 a.m. shall receive a half hour interval for refreshment between 3 and 4 a.m.

14. That no person shall be employed for a longer period than five hours consecutively without an interval for a meal between the hours of 7 a.m. and 6 p.m., except when not more than one hour longer may be required to finish a boat, in which case the extension of interval by not more than one hour, or part of hour, shall take place.

15. All labour to be engaged at some definite place to be determined mutually from time to time by the secretary to the union and the employer or employers concerned, jointly with the Secretary to the Harbour Board. In case of disagreement the point in dispute to be submitted to the Chairman of the Conciliation Board, whose decision is to be binding.

16. That any men required to work overtime shall be engaged during the ordinary working-hours.

17. When the arrival of a boat is uncertain, notice shall be posted on the Harbour Board barricade not later than 4 p.m. on Sundays, confirming Saturday's arrangements or notifying alterations in connection therewith.

18. That the shipping companies shall pay wages weekly, on Fridays, between the hours of 11 a.m. and 1 p.m. and from 4 to 5 p.m.

19. That the Harbour Board shall pay wages weekly, on Fridays, between the hours of 12 noon and 1 p.m. and after 4 p.m.

20. *Coaling-work.*—That carrying-baskets to average twelve to the ton, large baskets five to the ton, and not less than four men been engaged shovelling; also, two men to be engaged in the tip.

Ballast-baskets to average eight to the ton, and six men to be engaged shovelling in the hold.

21. *Harbour Board Work.*—At gangways 12cwt. to be a standard truck-load for two men, except in the event of any single package being over and above that weight; 5½ cwt. to be taken as the standard truck-load for general transhipments.

22. That employers shall employ members of the Workmen's Union in preference to non-members, provided there are members of the Workmen's Union who are equally qualified with non-members to perform the particular work required to be done, and ready and willing to perform it. When non-members are employed there shall be no distinction between the members and non-members; both shall work in harmony, and both shall work under the same conditions and receive equal pay for equal work.

23. That during the operation of section 22 the entrance fee of the union shall not be raised above the rate at present specified in the union's rules.

24. An industrial agreement is to be drawn up embodying these clauses, and to be left at the office of the Clerk of Awards for signature on or before the 15th day of June, 1900. If this be not done, or, having been done, the agreement is not signed by the parties by the 22nd June, 1900, the Chairman shall file a report that the Board has been unable to bring about a settlement.

25. That this agreement be binding upon all parties thereto, and remain in force till the 1st August, 1902.

JOHN CREWES, Chairman.

Wellington, 12th June, 1900.

No. 27.—Under "The Industrial Conciliation and Arbitration Act, 1894," and its amendments.

Before the Board of Conciliation, in the Wellington Industrial District.—In the matter of an industrial dispute between the employers, as per schedule marked "A" and "A continued" attached, in the papers relating to the dispute, and the Wellington Industrial Union of Workers, and of a reference thereof for settlement.

The Board, having carefully considered the above dispute, doth hereby make the same recommendations as those made on the dispute between the Wellington Wharf-labourers' Industrial Union of Workers and the shipowners and other employers mentioned in connection with the same.

[The above refers to claims made by the employers against the union; and the recommendations made are the same as those made in the claims laid by the union against the employers.]

JOHN CREWES, Chairman.

Wellington, 12th June, 1900.