

mittent or where it is impracticable to apply the rule, the hours of work of Dominion Government employees may not exceed eight a day with a half-holiday on Saturday.

As regards industrial disputes, there are two Dominion statutes, the Conciliation and Labour Act, a consolidation of two statutes of 1900 and 1903, and the Industrial Disputes Investigation Act of 1907. The former statute provided for the establishment of a Department of Labour, for the compilation and publication of information on labour matters and for the appointment of conciliators in industrial disputes.

The Industrial Disputes Investigation Act requires disputes in mines and public utilities, including railways and shipping, electric, gas, power, and water works, to be submitted to a tripartite board of conciliation and investigation, and reported on before a stoppage of work may be brought about by either employer or employed. With the consent of both parties to a dispute, a board may be established in any industry. The compulsory provisions of the Act apply to such of the above industries as are within Dominion jurisdiction and may be applied to those within provincial jurisdiction on enactment of a provincial law to that effect. Under such provincial statutes, the Act is in force in all the provinces but Prince Edward Island and British Columbia.

The Employment Offices Co-ordination Act enables grants to be made to the provinces to encourage the maintenance of free public employment offices and provides for clearing-houses to facilitate the transfer of labour from one province to another and for the publication of information.

Technical education was assisted by subsidies from the Dominion under the Technical Education Act of 1919, which appropriated \$10,000,000 for that purpose over a period of 10 years. The Vocational Education Act, 1931, was designed to continue this policy by providing \$750,000 annually for 15 years but the Act has not been put in operation.

The Railways Act provides for the safety of persons employed on railways within Dominion jurisdiction, requires wages to be paid at least semi-monthly and gives power to the Board of Railway Commissioners to limit hours of labour.

The Canada Shipping Act contains health and safety provisions and insures the payment of seamen's wages. It gives effect to six Conventions of the International Labour Conference; Conventions fixing a minimum age for employment at sea, establishing a minimum age for employment as trimmer or stoker, providing for unemployment indemnity in case of loss of the ship, requiring a medical examination of children and young persons employed at sea, regulating seamen's articles of agreement and requiring the marking of the weight on heavy packages. Provision is made for regulations to implement two other Conventions for the protection of dock workers and for the repatriation of seamen. Regulations have been made giving effect, in a large measure, to the Repatriation of Seamen Convention.

**Provincial Legislation.**—Early legislation in all the provinces but Prince Edward Island, Nova Scotia and New Brunswick provided for the recovery of wages and there were statutes in all the provinces regulating apprenticeship. Little change has been made in the former Acts enabling a justice of the peace to whom a complaint has been made concerning the non-payment of wages to summon the employer and direct payment of wages found due. Apprenticeship Acts more in line with modern conditions and based on the co-operation of employers in the training of apprentices under provincial regulation and with provincial inspection were enacted in Ontario in 1928, in British Columbia in 1935, and in Nova Scotia in 1937. In the first instance they applied only to certain building trades but pro-