

mendations of the Conference have, among other subjects, related to the following: hours of labour; measures for the avoidance of unemployment; employment conditions of women and children; employment conditions of seamen; employment in agriculture; weekly rest; statistics of immigration and emigration; principles of factory inspection; inspection of emigrants on board ship; workmen's compensation for accidents and occupational diseases; social insurance; minimum wages; prevention of accidents to dockers; forced labour; holidays with pay; and regulation of hours of work of salaried employees and of workers in mines, manufacturing industries, road transport and agriculture. Up to December, 1940, 879 ratifications of these conventions had been registered with the League of Nations.

*Canadian Action on Draft Conventions and Recommendations.*—Six shipping conventions have been ratified by the Dominion, namely, those relating to: (1) minimum age for employment of children at sea; (2) unemployment indemnity for seamen in case of the loss or foundering of a ship; (3) minimum age for employment as trimmers and stokers; (4) medical examination of children and young persons employed at sea; (5) seamen's articles of agreement; and (6) marking of the weight on heavy packages transported by vessels. The first four of these Conventions were ratified in March, 1926, following the adoption of legislation by Parliament to give effect to the proposals that were respectively involved. The next two were ratified in June, 1938, legislation to implement them having been embodied in the Canada Shipping Act, 1934.

Following the adoption by Parliament in 1935 of legislation concerning hours of work, weekly rest and minimum wages, respectively, three more conventions were ratified by Canada in March, 1935; these related to: (a) limitation of hours of work in industrial undertakings to eight in the day and forty-eight in the week; (b) weekly rest in industrial undertakings; and (3) creation of minimum wage-fixing machinery. Doubts having arisen, however, as to the legal competence of the Dominion Parliament to enact this legislation, a reference was submitted to the Supreme Court of Canada, and was later carried in appeal to the Judicial Committee of the Privy Council. The judgments of the latter body, given in January, 1937, were to the effect that all three of these statutes were ultra vires of the Parliament of Canada.

At the 1935 session of Parliament a resolution was also adopted approving of another draft convention of the International Labour Conference, namely, that relating to safety of workers engaged in loading and unloading ships, with a view to its subsequent ratification. This Convention, however, has not been ratified to date.

## **Section 6.—Industrial Accidents and Workmen's Compensation**

### **Subsection 1.—Fatal Industrial Accidents**

Statistics of fatal industrial accidents have been compiled by the Dominion Department of Labour since 1903. The data is obtained from provincial Workmen's Compensation Boards, the Board of Railway Commissioners for Canada and various other governmental authorities; from departmental correspondents; and from press clippings.