

## APPENDIX No. 4

rather lengthy statement of the evidence submitted on these different measures. Therefore if the committee desires I will simply read these two different measures.

Mr. MACDONELL.—These are the most recent Bills that have been presented and legislation asked for?

## PROVISIONS OF BILL OF 1898.

Prof. SKELTON.—Yes. I thought I would mention first the Bill brought forward in 1898, because while it is not now the basis of the legislation demanded, the difference between that Bill and the later Bill brought forward is perhaps instructive. The Bill was divided into two sections, the first section following to some extent the wording of the law of 1892. 'Be it enacted' and so on. (Reads):

'That the time of service of all labourers, workmen and mechanics employed upon any public works of, or work done for the United States, or any territory, or the District of Columbia, whether said work is done by contract or otherwise, is hereby limited and restricted to eight hours in any one calendar day.' (See Exhibit C. (1).

That is the essential part, I need not inflict the rest of the section upon you.

Mr. MACDONELL.—You might read the exceptions.

Prof. SKELTON.—(Reads).

'Except in cases of extraordinary emergency caused by fire, flood, or danger to life or property, nor to work upon public, military or naval works or defences in time of war.'

It means 'nor shall this Act apply to work upon.'

The second section provides:

'That each and every contractor to which the United States, any territory, or the District of Columbia is a party, and every contract made for or on behalf of the United States, or any territory, or said district, which contract may involve the employment of labourers, workmen or mechanics, shall contain a stipulation that no labourer, workman, or mechanic in the employ of the contractor or any sub-contractor doing or contracting to do any part of the work contemplated by the contract shall be required or permitted to work more than eight hours in any one calendar day.'

Very largely you see in the terms of the measure before us. There were no exceptions made to the second part regulating contracts, not even the usual flood or fire or war, exceptions were inserted. I might say, while not attempting to go into general evidence given, that grave objections were brought forward on the ground that this Bill would for example apply to all transportation contracts for the conveyance of material. Accordingly in the Bill brought forward in the 55th, 57th and 59th Congresses, attempts were made by the advocates of the measure to get around these objections and to limit the Bill in certain directions. I shall read the Bill as submitted in 1906:

## PROVISIONS OF BILL OF 1906.

'Each and every contract hereafter made to which the United States, any territory or the District of Columbia is party, and every such contract made for or on behalf of the United States or any territory or said district, which require or involve the employment of labourers or mechanics, shall contain a provision that no labourer or mechanic doing any part of the work contemplated by the contract—

You see that is narrower in scope than our Canadian Bill which, as I said, might apply to workmen in the employ of a contractor whether on government work or not.

'In the employ of the contractor or any sub-contractor contracting for any part of said work contemplated, shall be required or permitted to work more than eight hours in any one calendar day;'

Then it imposes a penalty, and goes on to give certain exceptions: