

CANADIAN LABOUR (STANDARDS) CODE

It was pointed out to the Committee that the Canada Labour (Standards) Code will pose problems and difficulties to the operation of Country Elevators. It appears that the hours of work of elevator operators varies greatly and that work periods are liable to seasonal and other influences. The Canadian Labour (Standards) Code would fix a maximum work week and provide extension beyond an approved range of overtime only with specific permission of the Federal Government. This would require that someone make themselves responsible for keeping time records of hours worked by country elevator agents.

Evidence before your Committee suggested that supervision for this amount of record keeping would be extremely difficult, particularly in situations where the only man on the elevator location is the agent himself. Were the agent to become his own time keeper it is foreseeable that disputes could arise over the matter of overtime accounting. Evidence seemed to prove to your Committee that the country elevator operator is a part of management. The provisions in the Canadian Labour (Standards) Code affecting rates of pay are not at issue in this difference because present rates of pay exceed the suggested minimum. The elevator companies appear to have a temporary deferment under the regulations provided for in the Act until some time later this summer. After this period they have been advised that they will be expected to comply with the Canadian Labour (Standards) Code.

Your Committee is of the opinion that sympathetic consideration should be given to this special situation. No action, however, should be taken to exempt the country elevator agent from the Canadian Labour (Standards) Code unless the agents themselves have been fully consulted. The exemption, your Committee feels, should be continued until the agents have been consulted.

TOLLS ON THE ST. LAWRENCE SEAWAY

During the taking of evidence, the question of tolls on the St. Lawrence Seaway was brought up repeatedly. Many witnesses were particularly against the idea of tolls on the Welland Canal. It was argued before your Committee that no other inland canal in North America had such user tolls. However, your Committee notes that no other inland canal is used by similar traffic, a fact that few witnesses pointed out.

Your Committee is aware of the large expenditures and capital costs that are involved in the continued proper operation of the Welland and appreciates the concern of the Seaway Authority that at least operating costs should be met.

It is realized that this is a delicate matter and that the policy-maker has to strike a nice balance. Your Committee, however, believes that every effort should be made to insure that tolls be either eliminated or kept to the very minimum.

To your Committee the St. Lawrence Seaway is a very definite continuation of the nation making "*National Policy*" of MacDonald and Laurier. The capital costs involved should, in your Committee's view, be accepted as far as possible as a direct responsibility of the people of Canada.