

INVITES VIEWS: Mr. Michael Starr, Minister of Labour, has invited the principal organizations of labour and management in Canada to give him the benefit of their views on the amendment of the Industrial Relations and Disputes Investigation Act.

The Labour Minister is arranging with officials of his Department for a review of the provisions of the Act to "make it more effective in its application to the industries which are covered thereby".

The move was in line with Mr. Starr's pledge, made at the time of his appointment, to review existing Federal labour legislation.

The Industrial Relations and Disputes Investigation Act came into effect almost nine years ago, on September 1, 1948. In its principal features, the Act now provides for the right of employees and employers to organize, for the certification of trade unions as bargaining agents, for the negotiation of collective agreements, and for the appointment of Conciliation Officers, Conciliation Boards and Industrial Inquiry Commissions to deal with industrial disputes.

When the Act was passed in 1948 it combined the provisions for the settlement of disputes contained in the 1907 Industrial Disputes Investigation Act and the representation and collective bargaining provisions of the 1944 Wartime Labour Relations Regulations.

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CONFERENCE WITH SEAWAY USERS: The St. Lawrence Seaway Authority has announced that the Canadian Tolls Committee representing the Authority will hold a conference in the Board Room of the Board of Transport Commissioners for Canada, in Ottawa, on September 19. The Canadian Tolls Committee will hold this conference with a view to the eventual determination of a toll rate that will be low enough to attract the traffic, yet adequate to provide revenues sufficient to pay for the cost of the Seaway.

An invitation has been mailed to a list of potential users and groups, as well as organizations interested in the Seaway navigation facilities which will be completed for the shipping season of 1959. The invitation includes a questionnaire listing subjects pertinent to the studies which for the past several years have been undertaken by the Toll Committees representing the United States and Canadian Seaway entities. The letter of invitation also solicits memoranda on the subjects contained in the questionnaire such as the method of assessing tolls, the measurement of vessels for registered tonnage and practical means for payment of tolls.

"The toll structures of other international waterways," declared Mr. Charles Gavsie, President of The St. Lawrence Seaway, "have been studied in the expectation that certain of their features can be adopted so as to provide a toll structure for the Seaway which

would have procedural simplicity, would minimize the cost of collections and would expedite the despatching of vessels, and yet would permit economical rates. The Canadian Toll Committee looks forward to receiving views on these points and feels confident that the contribution of Seaway users will prove to be of material value in finally determining the toll rates for shipping through the Seaway navigation facilities".

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WHEAT EXPORTS: Overseas export clearances of Canadian wheat in the crop year just ended declined 15 per cent to 222,386,000 bushels from the preceding year's 261,943,000 bushels, Dominion Bureau of Statistics reports. Clearances of barley increased to 55,319,000 bushels from 35,459,000 and flaxseed to 21,544,000 bushels from 11,583,000.

During the crop year, deliveries of wheat from farms in the Prairie Provinces were slightly smaller at 350,118,000 bushels versus 352,975,000 a year earlier. Deliveries of barley were larger at 117,320,000 bushels versus 114,460,000 and flaxseed at 28,519,000 bushels versus 15,750,000, but deliveries of oats were smaller at 65,103,000 bushels versus 71,629,000 and rye at 3,863,000 bushels versus 12,486,000.

Year-end visible supplies of Canadian wheat (in Canadian positions) were nearly 8 per cent larger at 401,176,000 bushels versus 372,325,000 a year earlier. Visible supplies of oats were also larger at 50,538,000 bushels versus 46,755,000 as were the supplies of flaxseed at 5,766,000 bushels versus 2,067,000. Year-end visible supplies of barley were smaller at 59,830,000 bushels versus 60,330,000 and rye at 3,377,000 bushels versus 6,125,000.

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NATO AIRCRAFT: Aircraft technicians of the Belgian Air Force began training on the Canadian designed and built CF-100 all-weather jet fighters at the RCAF's No. 3 Fighter Wing, Zweibrucken, Germany, last week, officials of Canada's NATO Air Division have announced.

On completion of their training, part of the course will be selected to form a Belgian field technical training unit similar to the one at 3 Wing. The remaining students will form the nucleus of squadron technicians for the twin jet CF-100's as they come into squadron service.

Under the direction of Warrant Officer D.J. Moils of Wolseley, Sask., the six-week course requires the students to receive contact training by working on the CF-100's along with RCAF technicians, as well as normal classroom instruction.

The CF-100's allocated to Belgium through the Mutual Aid Programmes of Canada and the United States are expected to start arriving in Belgium late this year.