



# BLACKLOCK'S Reporter

MINDING OTTAWA'S BUSINESS

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## “A Great Day For Canada”?

Unions and legislators alike are anticipating a court fight over a federal bill requiring that labour organizers detail their pay, activities, health benefits and other personal data for publication on a government website.

“I have been in labour relations for 35 years, and it is the law that labour regulations fall under provincial jurisdiction,” said Robert Blakely, of the AFL-CIO. “I had to spend \$2,500 on new barristers’ robes when Alberta Conservatives made me Queen’s Counsel – and I look forward to using them.”

Bill C-377, An Act to Amend The Income Tax Act (requirements for labour organizations), passed the House of Commons Dec. 12 and is awaiting debate in the Senate. The bill requires that all unions disclose financial accounts under threat of \$1,000-a day fines, including transactions in pension funds with a labour component.

Blakely called the bill’s legality “extremely suspect.”

“The Privy Council held in 1925 that labour regulation is a provincial matter,” said Blake-



ly, director of Canadian affairs for the AFL-CIO’s Building & Construction Trades department. “What is the connection to the federal Income Tax Act? There is none.”

C-377 would require the publication of salaries and benefits paid to union officers and senior employees; lists of union assets and liabilities; accounts and loans receivable; time and money spent on organizing activities; pension payments and other data.

“I think it will withstand any court challenge,” said Senator Nicole Eaton, co-sponsor of the bill; “If I am a member of a labour union, why wouldn’t I be able to go online and see where my dues are going?

What’s wrong with that.”

Asked if the bill was constitutional, Eaton replied: “The courts will determine that.”

The bill passed the House of Commons by a vote of 147-135 in what one senior Conservative, Maxime Bernier, described as a legislative milestone.

“This was a great day for Canada, for democracy,” said Bernier, minister of state for small business; “We must have this bill passed as soon as possible. And I hope in the Senate they will do that in an efficient manner as usual.”

Five Conservative MPs opposed C-377.

“The philosophy of this bill causes me problems,” said Alberta MP Brent Rathgeber, one of the five to vote against the measure; “If this bill is going to raise constitutional questions, we have to pause and think about this very, very carefully.”

The bill requires that unions disclose salaries and benefits paid to officers and senior employees; lists of assets and liabilities; accounts and loans receivable; time and money spent on organizing activities; pension payments and other data – all to be published on a government website.

“I am not a union member and don’t see that I have any entitlement to that type of information,” said Rathgeber, MP for Edmonton-St. Albert. “What is the public to do with that type of information once it is exposed? Nothing.”

Other Conservatives to vote against the bill would not take Blacklock’s questions, including MPs Rodney Weston (Saint John, NB); Mike Allen (Tobique-Mactaquac, NB); Ben Lobb (Huron-Bruce, Ont.); and Patricia Davidson (Sarnia-Lambton, Ont.)

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“Certainly the federal government cannot direct how unions conduct themselves,” Rathgeber said in an interview; “I concede this is constitutionally suspect.”

The Canadian Bar Association has expressed “serious reservations” on C-377, casting the bill as an “unbalanced” attempt to “directly target activities protected by the Canadian Charter of Rights and Freedoms.”

And Deputy House Speaker Joe Comartin, New Democrat MP from Windsor, Ont., earlier denounced the bill as “an indirect but very clear attack on a number of rights that Canadian citizens and residents have in this country:

the right of association; the right, quite frankly, to privacy; and the right to freedom of speech within the right of association.”

“  
Certainly the federal government cannot direct how unions conduct themselves...”

MP Russ Hiebert, the bill’s sponsor, said he was assured by expert legal analysts that C-377 is constitutional, but

would not name his advisors.

“In drafting the bill we brought it to a variety of constitutional experts in Canada – people who are at the very top of that industry, experts in the field – and they assured us, the way it’s drafted, it would sustain any constitutional challenge,” said Hiebert, MP for South Surrey-White Rock-Cloverdale, BC.

The bill will proceed to debate in the Senate after Parliament returns from its mid-winter recess on Jan. 28.

“This bill will not stand up to legal challenge – that is almost certain,” said Ken Georgetti, president of the Canadian Labour Congress. “I

think the government already knows that.”

“I remain astonished at the speed with which this bill has gone through so far,” Georgetti said in an interview. “It is unheard of in a private bill. The Prime Minister’s Office would have a role in making sure this bill gets that kind of House time.

Records show since the bill’s introduction Dec. 5, 2011, it has been the subject of multiple private meetings between Conservative caucus members, senior aides to Prime Minister Stephen Harper, and Merit Canada, a coalition of non-union contractors.

 TOM KORSKI

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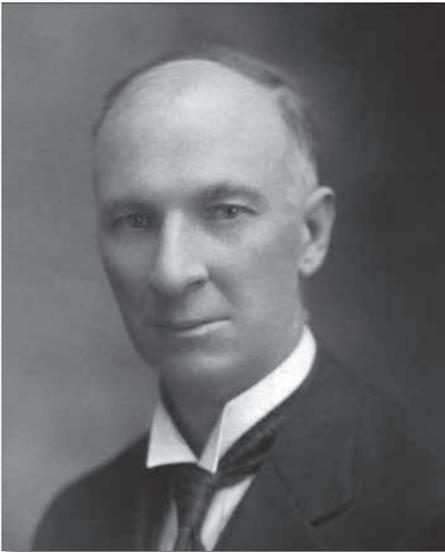
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# Ed Holder

## YOU WOULD HAVE LOVED BRUNO



### Tom Hyland Blacklock

A pioneer publisher and war correspondent, confidante of three prime ministers and 1922 president of the Ottawa Press Gallery, Tom Blacklock was mourned at his passing in 1934 as “a keen observer blessed with a sense of proportion.” Born in Halton County, Ont. in 1870, he became a frontier editor and first mayor of Weyburn, Sask. in 1903. Assigned to Parliament Hill by the Winnipeg Telegram in 1912 he remained a gallery man for life with columns published from Victoria to Halifax: “As Tom Blacklock used to say, ‘That ain’t the way I heard it.’”

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**M**y son Bruno was going bowling with his friends. It was Friday, December 20, 1996, the last day of school before the holidays. I saw them off at 5:40 that evening and went to Canadian Tire for some Christmas shopping. On my way out of the store a hot dog vendor said, “Did you see the police lights? There must have been an accident.” And I replied, “Isn’t that a shame – just before Christmas.”

The police called the house later that evening. Bruno was 14, the youngest passenger in the car. He was killed with a friend. Another boy survived with permanent brain damage. The driver, a 17-year old I knew to be responsible, was not injured but has relived the accident many times. They were all wearing seatbelts. They’d just had a bite at McDonald’s; maybe they were excited school was over for the holidays; maybe the music was a little too loud. They made a bad left turn at a busy intersection and collided with a fuel truck. The impact blasted the car apart.

You try to find purpose to this. That was a struggle for us. God and I have had many arguments on this one.

After the funeral, after the visits stop, this is when the grief set in. Six weeks after the accident I was at my brother-in-law’s home and spent the whole evening talking about Bruno. I needed to talk about him. But people don’t know how to respond.

The tragedy of losing a child can be unbearable. Parents feel guilt, and many families suffer a terrible strain. We found a lifeline at Bereaved Families of Ontario. There, parents come together in openness, empathy and understanding. I urge anyone who suffers the loss of a child to reach out to this group.

You would have loved Bruno.

He was gorgeous like his mother, and a Grade 8 Athlete of the Year. The girls liked him because he was kind and good-looking



and athletic, and the bullies respected him because the girls liked him.

Bruno had a good heart.

Once in Grade 7 we received a call from his principal: “Bruno is eating at the Breakfast Food Program, and we know your family doesn’t need it.” I asked Bruno about this at home. Do you know what he said? “I go because I have friends who need breakfast and are too embarrassed to go themselves; if I don’t join them they won’t eat.”

Bruno played house league hockey, as captain or assistant captain. Just before the accident there was an incident in a game; he led a rush on goal, and right out of the blue Bruno back-passed to a teammate who’d never scored, and he popped the puck in the net. At the funeral that boy’s father came up and thanked us.

This year my wife Judite undertook a pilgrimage for Bruno. She walked 225 kilometres along the El Camino in Spain, in the footsteps of one of the Apostles. Conditions were rugged: steep hills, 40-degree heat. Then something odd happened.

All along the trail, day after day, there were red rosebushes – always red, in town after town. On May 28th she called home: “You won’t believe it; I walked into a village and saw a yellow rosebush.” They were the only yellow roses she saw in all of Spain.

It was Bruno’s birthday. Yellow was his favourite colour.

*(Editor’s note: the author is Conservative MP for London West, Ont.)*

# A New \$145 Auto Feature

New emission standards will cost Canadian car and truck buyers an extra \$145 on average beginning in 2017 under compliance with US regulations.

"These are among the highest emission standards in the world," said Mark Nantais, president of the Canadian Vehicle Manufacturers' Association.

The standards aim to reduce greenhouse gas emissions from light vehicles by an average 5 percent through 2025, mirroring regulations enacted by the United States Environmental Protection Agency.

"No one can deny the benefits," said Nantais, who noted Canadian manufacturers had pressed for adoption of a continent-wide standard on emissions.

"These are so stringent, so challenging, a North American standard is the only way to proceed," said Nantais; "If you had a unique Canadian standard, you would not get certain vehicles in Canada."

Under Regulations Amending the Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations, new technology will add an average \$127 to the cost of a 2017 passenger car and \$162 for light trucks, rising to \$1,185 for 2025 model cars and \$2,453 for light trucks.

Total costs to consumers are



estimated at \$10.3 billion over the nine-year period.

However, Environment Canada calculated drivers will quickly recoup higher costs through greater fuel efficiencies, estimating a 2017 car buyer will see net savings in fuel costs within three years.

“If one of the biggest emitters in the world can enact these regulations, I think Canada should be able to take meaningful action...”

"It is really important to align these standards with the United States," Nantais said in an interview. "We asked En-

vironment Canada, and they agreed, that we adopt a North American standard."

The Association of International Automobile Manufacturers of Canada, representing thirteen companies, described the standards as "fairly aggressive" second only to regulations in Europe, where vehicles tend to be smaller and lighter.

"I think it would be a challenge for all automakers to meet those standards," said David Adams, association president. "This does come with a cost. You are talking about a whole array of technology, including advancements in the internal combustion engine itself, while reducing the weight of vehicles.

"This requires myriad design improvements," said Adams.

Environment Minister Peter Kent did not comment on the regulations and projected costs.

MP Kirsty Duncan, Liberal environment critic, said it

was "unfortunate that Canada follows rather than take a leadership role" on tailpipe standards.

"If one of the biggest emitters in the world can enact these regulations, I think Canada should be able to take meaningful action," said Duncan, MP for Etobicoke North, Ont.

Light vehicles account for 13 percent of the country's greenhouse gas emissions, by federal estimate.

The Pembina Institute, an environmental think-tank, praised the continent-wide uniformity of emission standards.

"We've been critical of Canada's general approach to economic harmonization with the US, but in the case of tailpipe standards it makes sense," said Matt Horne, the Institute's director of climate change policy.

"We are generally pretty supportive of these regulations," Horne said. "They don't answer all Canada's challenges with climate change, but they are a good start.

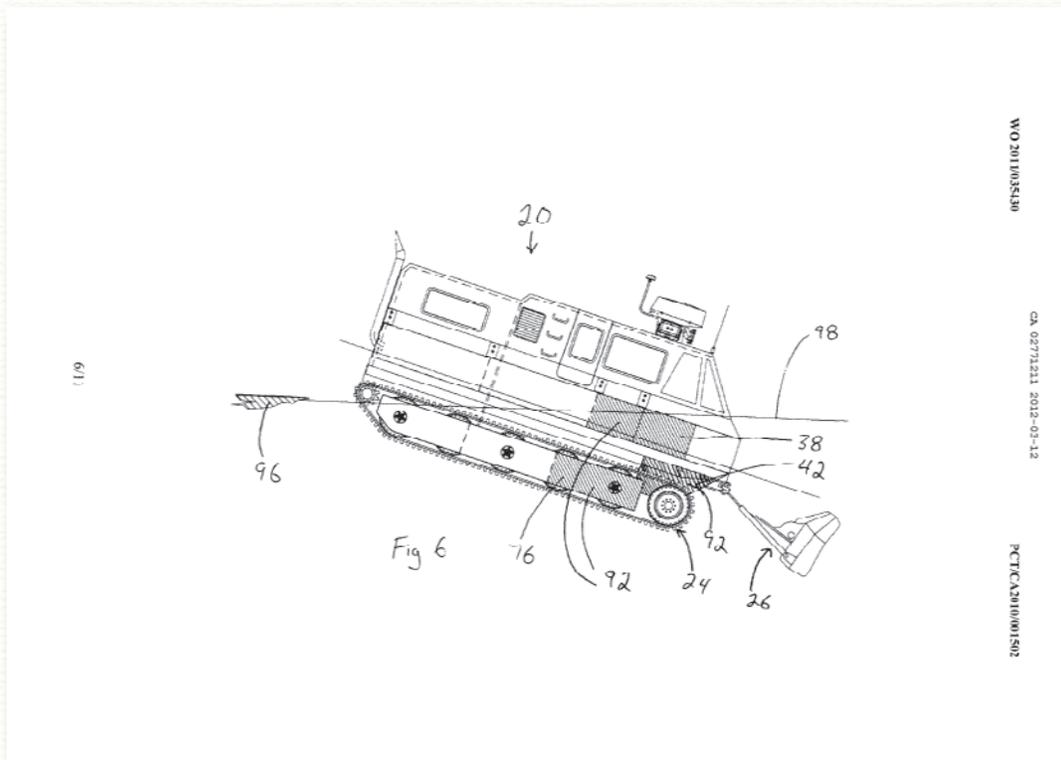
More than 18,000,000 autos and light vehicles are driven in Canada.

They account for 13 percent of the country's greenhouse gas emissions, by federal estimate.

 STAFF

[PHOTO: LOUISE IMBEAULT]

# Global Warming Inspires Arctic Invention



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In patent documents, Fuglsang described the effect of warming temperatures on the safety and reliability of winter roads: “The thickness and solidity of floating ice varies in an unpredictable manner and such differences in ice condition are typically not apparent from the upper surface of the ice, especially when the ice is covered with snow.”

Engineering and design of the vehicle cost \$300,000 with assistance of a naval architect, the Government of the Northwest Territories and National Research Council’s Industrial Research Assistance Program.

The Canadian Arctic and sub-Arctic regions see construction of some 12,000 kilometres of icebound roads each winter, Fuglsang said.

A Northwest Territories miner has patented a new amphibious vehicle designed to maneuver risky winter roads and manage the “life-threatening danger” of thin ice due to global warming.

Graham Fuglsang, a mining project manager, received an Industry Canada patent for an amphibious vehicle able to “extract itself from the water,” according to documents.

“There is an immediate market for this,” said Fuglsang. “The trouble with climate change is the winter road season is becoming shorter and shorter. As things warm up in the north, winter roads are vulnerable.”

Patent #2771211, “Amphibious Vehicle That Tilts

While Floating,” details a tracked vehicle equipped with pontoons and water ballast tanks for use in the Arctic winter road season, typically from mid-January to mid-March.

Fuglsang said other tracked amphibious vehicles patented from 1951 “were really landing craft designed to hit a beach.”

“They lack range, they lack power, they lack protection in extreme weather,” he said. “Drive these vehicles into a swimming pool and you cannot get out.”

Fuglsang’s vehicle is equipped to stay afloat, then pull itself from open water using a winch mechanism.

“I’ve been involved in min-

ing for many years,” he said. “I’ve worked at properties serviced only by winter roads. We have seen fatalities and equipment losses. I think this is a solution.”

 STAFF

# Citizen Wins Pension Fight



An old-age pensioner has won a Federal Court case against cabinet after losing \$5,000 in benefits over an honest mistake on an application form.

“There are broad implications here,” said Graham Webb, the Toronto lawyer who won the

case. “If you meet all statutory criteria for Old Age Security, the government should acknowledge the entitlement of the applicant.”

The case involved Myrna Larmet, 69, a retired administrative assistant, who applied for Old Age Security benefits starting in 2009, in anticipation of her eligibility date.

According to court documents in *Larmet v. Minister of Human Resources*, the pensioner made an “honest error” in miscalculating her eligibility, and only noticed the mistake when her accountant drew the fact to Larmet’s attention three years ago.

Yet in applying to the Department of Human Resources

to receive payments she was due, Larmet’s appeal was refused.

“Inflexibility is a good term for what occurred here,” said Webb, a lawyer with Toronto’s Advocacy Centre for the Elderly. “Ms. Larmet met all the eligibility requirements. She made an error. The minister could have exercised discretion.”

Federal Court Judge Robert Barnes, citing a “deferential standard of reasonableness,” referred Larmet’s case back to the Old Age Security Review Tribunal for a new hearing. And the judge criticized the department for its rigidity in refusing to assist the woman.

“There is no apparent rationale

for treating Ms. Larmet’s claim to retroactive benefits differently from a late application on the basis of a similar misunderstanding,” wrote Judge Barnes.

Human Resources Minister Diane Finley would not take Blacklock’s questions.

Webb said the case was filed after Larmet contacted the Advocacy Centre for the Elderly for help with her pension troubles.

“She found out about our legal clinics and called for advice,” Webb said. “We receive many, many calls on Old Age Security benefits.”

 STAFF

[PHOTO: POSTAL ARCHIVES 0266]

## A \$12,000 PHONE CALL

Phone calls can be awfully expensive – especially for one Montreal retailer, charged \$12,000 apiece for unwanted calls made by its telemarketers.

The Canadian Radio-television and Telecommunications Commission has turned down a request from a Montreal-based food delivery company to reduce its fine for “spam” calls.

Les Aliments S.R.C. was fined \$24,000 for two phone calls made to people in Quebec. Both were on the National Do Not Call List, and were angry enough to contact the CRTC and file complaints.

On June 18, 2010 commission staff issued a warning against Les Aliments S.R.C., which delivers bulk foods to householders. The commission also warned Les Aliments S.R.C. did not have a valid subscription to the Do Not Call List.

Subsequently a Notice of Violation was issued to the firm Sept. 29, 2011 under Sec. 72.07 of the Telecommunications Act.

The CRTC cited Les Aliments S.R.C. for telemarketing calls in violation of the Do Not Call List, and for failing to pay fees to operators of the list. After



considering the evidence against the company, the CRTC imposed an administrative penalty of \$24,000 – \$6,000 for each phone call and \$6,000 for each violation of the Telecommunications Act.

Les Aliments argued unsuccessfully the fines were excessive.

Maximum fines under the Act are \$15,000 per violation.

 MARK BOURRIE

# “What Risk Can You Live With?”



The head of a federal foundation that lost 19 percent of its parliamentary endowment, then struggled to recoup the money, is advising charities to reassess risks of funds invested in the stock market.

“What risk can you live with?” said Rubin Friedman, of the Canada Race Relations Foundation. “Can you quickly recoup losses, or do you have to wait for the market to come back, which could take years?”

The charity was forced to reduce staff salaries 40 percent after taking a \$5,108,917 loss in the 2008 financial panic. The loss amounted to nearly one-fifth of the foundation's endowment, created in 1997 under terms of a redress settlement over the WWII-era internment of Japanese Canadians.

“People had a very different attitude to investments in

those days,” said Friedman, the foundation's principal operating officer. “People used to throw around a figure of 10 percent as a conservative estimate of annual return. You get 10 percent today, it is not a conservative return.”

The foundation's original \$24 million endowment grew to \$26,291,002 before the 2008 panic. It is currently valued at \$24,074,986, according to financial reports.

The foundation came under special audit following its losses, and this past April replaced its entire team of fund managers amid unsatisfactory returns used to finance civil rights awareness programs.

Returns on the endowment reached \$1,805,406 in 2007, and last year totaled \$713,919.

“Before 2008 people went by

the same mantra: ‘The market always goes up,’” Friedman said in an interview. “Investment advisors poo-pooed the risks; ‘Don't worry about the downturn because the market always goes up!’”

Friedman earlier appealed to the Commons public accounts committee for assistance in finding qualified investment advisors to serve on the foundation's board.

“I would say this is a challenge across the sector,” he said. “We can't pay the going rate for people who are knowledgeable on the inside workings of investments that will benefit the foundation. We can pay a per diem of \$325.”

The foundation reduced its number of directors from 20 to twelve in the wake of its market setback.

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# Railways Versus Farmers

Railways are citing excess regulation over long-promised reforms that subject them to federal arbitration and six-figure fines on service commitments to commercial customers.

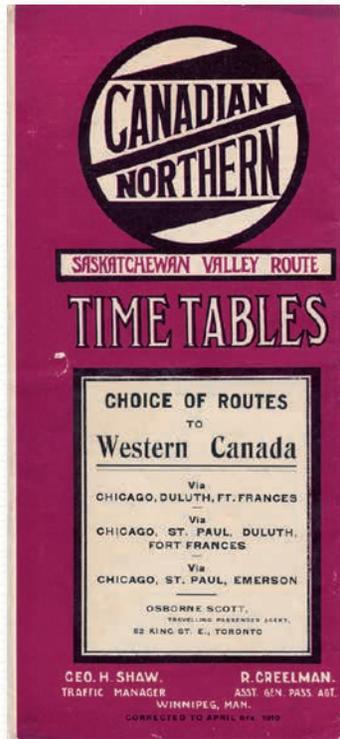
Canadian National Railways described the reforms as unnecessary, while rival CP Rail agreed it found “little need” for remedies in bill C-52, the Fair Rail Freight Service Act.

Under the bill, farmers and other shippers can seek binding arbitration with railways over promised delivery schedules and other service standards, under threat of \$100,000 fines.

The Coalition of Rail Shippers, representing 17 industry associations nationwide, noted the introduction of the bill comes nearly two years after its promised tabling.

“It is a step in the right direction in terms of allowing shippers to get some commercial balance in their negotiations with railways,” said Bob Ballantyne, coalition chair.

“Shippers expect to bargain commercially with the railways,” Ballantyne said. “However, because railways can unilaterally impose conditions on customers or refuse to provide any service at all, shippers frequently find



themselves with no ability to get adequate levels of service or even negotiate terms of service.”

Western farm groups have been the most vocal advocates for rail service legislation since 80 percent of grains and oilseeds are exported by rail. More than 250,000,000 tonnes of grain, minerals, wood products, auto parts and other goods are shipped each year by Canadian railways, according to federal data.

“We are thrilled to see this legislation through Parliament,” said Stephen Vandervalk, president of Grain Growers of Canada. “A lot of

hard work went into this.”

The bill details a process through the Canadian Transportation Agency that commercial shippers can use if they are unable to reach service terms under contract with railways. Under the legislation, a federal arbitrator with binding powers would be mandated to impose terms and conditions of service “based on the shipper’s needs, as well as the railways’ requirement to provide adequate and suitable service to all other customers,” according to a cabinet statement.

Agriculture Minister Gerry Ritz called the bill “good news for Canadian farmers as it will ensure all shippers are treated fairly by the railroads.”

Transport Minister Denis Lebel told reporters, “This bill will help shippers maintain and grow their businesses while ensuring that railways can manage an efficient shipping network for everyone.”

However the nation’s largest rail operators characterized the proposal as an unneeded intrusion in traffic management.

“We are confident strong commercial relationships will continue to emerge with little need for the processes described in the legislation,” said Hunter Harrison, CP Rail president and CEO; “Canada’s

world-class rail supply chain will best be achieved through offsetting commercial undertakings – in particular, better traffic forecasting and more certainty on traffic volumes.”

Claude Mongeau, CN Rail president and CEO, said he found “no evidence of systemic rail service performance problems in Canada” that justified the Fair Rail Freight Service Act.

Operating revenues for Canadian railways average more than \$10 billion a year.

Under arbitration, a shipper requesting a commercial contract with a railway is entitled to a response within 30 days; if terms of a contract cannot be reached, a shipper can then request binding 45-day federal arbitration.

Transport Canada said in a statement that any final ruling, though protected from appeal, must be “commercially fair and reasonable” to both shippers and railways.

Cabinet introduced the Act just before Parliament’s Dec. 12 winter recess.

The measure will be debated and subjected to clause-by-clause committee hearings after MPs return to the House Jan. 28.

 ALEX BINKLEY

[PHOTO: LIBRARY & ARCHIVES CANADA]

# Tax Police Target Cheque Records



British Columbia.

In court documents, Canada Revenue stressed it did not allege any wrongdoing by the cheque-cashing firms, but rather sought evidence that client companies had written bogus cheques as part of a scheme called “accommodation invoicing.”

The companies under investigation were unnamed in court documents.

Federal tax collectors are seeking court authority to seize records of some of the nation’s largest cheque-cashing companies in a probe of mysterious third-party invoicing by clients.

The Canadian Revenue Agency applied in Federal Court in Edmonton for an order to access documents at three companies.

The agency wants an order under subsection 231.2(3) of the Income Tax Act and subsection 289(10) of the Excise Act to authorize the revenue minister to impose an order to produce documents on The Cash Store Financial Services Inc., operator of 529 outlets nationwide in every province but Quebec; Cash Money Cheque Cashing Inc., operator of 120 outlets in six provinces; and Cash Canada Financial Centres, operator of 52 outlets in Alberta and

Wayne Proctor, a federal auditor, stated in an affidavit that “accommodation invoicing” occurs when a supplier, contractor or accommodating corporation issues an invoice to a knowing business for goods or services not actually provided. Occasionally the “business” issuing the invoice is a shell company that exists only on paper.

Proceeds from “accommodation invoicing” can involve sales tax billings that earn improper federal refunds. And proceeds from the scheme may be used to pay workers or company directors under the table, the documents explained.

Canada Revenue, and the three cheque-cashers cited in the request to produce documents, declined comment.

 MARK BOURRIE



## OVERDELIVER

A POEM BY SHAI BEN-SHALOM

The Department of National Defence may be thrilled to realise that the stealth capabilities of F-35 are greater than expected.

Analysis shows that the aircraft successfully escaped the news headlines on three different occasions last month alone.

[Editor’s note: the author, an Israeli-born biologist, this year published his first collection of poems, *Martians Among Us*, by In/ Words Press]

# MAIL HIKES DRAW A SHRUG

The post office says it received no public feedback despite requests for comment over newly-approved increases in mail rates.

“We had zero representations – zero,” said John Hamilton of Canada Post.

The Crown corporation was required to solicit input in

proposing its latest rate increase under the Canada Post Corporation Act.

Rate hikes just approved by cabinet will raise the cost of a basic stamp from 61 to 63¢; the cost of US stamps from \$1.05 to \$1.10; of overseas mail from \$1.80 to \$1.85; and a 25¢ increase in domestic registered mail, from \$8.25 to \$8.50.



The higher rates take effect January 14.

“We do not think these really have a large impact on most customers,” said Hamilton, general manager of Canada Post communications.

The corporation said it was unaware of any cost-benefit research on postal rate increases.

Canada Post reported a pre-tax loss of \$253 million last year, its first deficit in 16 years. In a statement the corporation attributed its loss to “a combination of factors,” including expanding use of email and electronic document transfers, “increased competition, letter mail erosion, pension pressures,” an employees’ lockout and Supreme Court judgment on pay equity.

Domestic letter mail vol-

“  
We do not think these really have a large impact on most customers...  
”

umes have declined steadily since 2006, the corporation said, with a 3.6 percent drop in volume in just the past year.

The typical Canadian household now mails about ten letters a year, according to Canada Post documents.

 STAFF

[Photo: Library & Archives Canada C-053545]

## Best of Sheree



# Seaway Not As Cold As It Looks

The St. Lawrence Seaway is prepared to remain open past its usual late December closure, providing shippers and marine carriers show enough interest to justify the added costs, says the non-profit corporation that operates the system.

"If it makes commercial sense and if there is enough cargo, we would be open to that," said Terence Bowles, president and CEO of Seaway Management Corp. "Until now there has not been a great demand for it. Last year we could have kept going for another week because of the mild weather."

Bowles noted the seaway

upgraded its locks and related facilities with bubblers and gate heaters so they could operate in cold weather: "We will keep refining that process."

The St. Lawrence River has been opened to year-round navigation that makes a longer seaway season more attractive, he added. Until recent years the shipping season at the seaway, opened in 1959, ran from late March to before Christmas. The season has now expanded from mid-March till New Year's.

"There's no question that we have improved our capacity," Bowles said in an interview. "We have ap-

proached the carriers about extending the season. For example, this year there is a lot of Prairie wheat to ship."

Extending the shipping season into January and opening earlier in March would be achieved in incremental steps, he added: "Not only does there have to be the business, it also has to be environmentally acceptable."

"We would look at all scenarios," he said.

Seaway Management Corp. reported a 3.8 percent gain in toll revenues last year to \$63,000,000 despite discounting for new shippers, and projected a further 2.1



percent increase in toll revenues this year.

 ALEX BINKLEY

[PHOTO: CANADA POSTAL ARCHIVES 0374]

## BUSINESS GROUP TRADEMARKS DAY OF THE WEEK



A business group is trademarking two nouns and an adjective in a campaign to attract trade.

"This idea of urging Canadians to shop small business is resonating," said Dan Kelly,

of the Canadian Federation of Independent Business.

The federation filed application with Industry Canada to trademark "Small Business Saturday," a promotion inaugurated this fall that offered

participants free access to a website [shopsmallbiz.ca](http://shopsmallbiz.ca) to publicize discounts.

"If we attracted 1,000 business participants I would have been happy," said Kelly, federation CEO and president. "We had 4,500, and several million social media contacts. It was massive."

The group applied to trademark the slogan for promotional and internet use, and suggested other date-named promotions are likely following the initial campaign this past Oct. 20.

"We had a lot of feedback from businesses that are not open Saturdays – wholesalers, distributors, professionals

– who would like to participate," Kelly said.

The federation numbers more than 109,000 members.

"I think Canadians have a high regard for small business in general," said Kelly. "They know the person behind the counter is working 70 hours a week to feed their families. But consumers, almost by rote, will drive to the big box stores; people feel compelled to go where they can get it all."

"We are starting to see a push away from that," Kelly said.

 STAFF

# We're Out Of Numbers



“

We started out in 2000 with 20 area codes in Canada and we have now around 35...

”

doing that is using telephone numbers.”

Area code upgrades are unlikely to take significant amounts of time and are “not likely a significant cost” to the customers, according to the commission.

A relief planning committee will be put into place, typically comprised of business and municipal delegates.

“There certainly is an expense,” said Denis Carmel, a CRTC spokesperson. “At this stage we are looking at how to implement the least disruptive and costly option.

“It’s a cost of doing business,” Carmel said.



KAVEN BAKER-VOAKES

Federal regulators warn of a shortage of telephone numbers in two regions of the country.

The Canadian Radio-television and Telecommunications Commission advised that southern Ontario and all of Alberta will start running out of telephone numbers within five years.

“We started out in 2000 with twenty area codes in Canada and we have now

around 35,” explained Glen Pilley, director of the Canadian Numbering Administrator, the agency charged with resolving telephone logistics.

The CRTC estimates Ontario area codes like 226 and 519 are expected to “run out” by January 2017, while Alberta is expected to exhaust numbers in every region of the province by June 2018.

“Generally they are lasting on

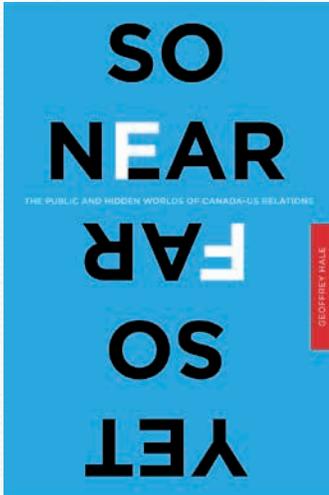
a range of ten years,” said Pilley. “We were very surprised.”

The director said four factors impacted the rapid need for new numbers: the advent of local competition; growth of the wireless market; popularization of smart phone apps; and machine-to-machine technologies.

“It won’t be long before you can tell your fridge when to cool down,” said Pilley. “The current addressing system

## BOOK REVIEW

# You Can't Pick Your Family



When Liberal MP Carolyn Parrish launched a bitter anti-U.S. rant for the TV cameras in 2003 – “Damn Americans, I hate those bastards,” she said – nobody noted her hometown of Mississauga, Ont. was headquarters for Wal-Mart Canada, GE Canada and Hershey Canada.

Thus the “continuing paradox” of Canada-US relations, writes political scientist Geoffrey Hale; “Canada’s physical and cultural proximity to the United States leads many Americans and other observers to overlook differences between the two countries – not least many Canadians’ heartfelt desires to be different and to have Americans (and others) notice the differences.”

The same Canadians who harp on “American untrustworthiness” – like, say, MPs from Mississauga – will never hesitate to “take advantage of their proximity to the United States to get the most they

can from the relationship,” he writes.

So Near Yet So Far invites readers to rethink our relationship with an open mind, stripped of smugness or “ideological agendas.”

The conclusion is inescapable: We Canadians and Yanks are like players on a company softball team, united by common, wholesome aims even if some of us don’t like each other.

The implication is profound.

Prof. Hale’s own University of Lethbridge is in a city so steeped in the influence of American settlement the municipal flag has red and white stripes.

The “Columbia” in British Columbia is named for a Boston sailing ship. Of eight Canadians who carried the Olympic flag at the 2010 opening ceremonies in Vancouver, four were U.S. residents. O Canada was composed by a U.S. Civil War veteran. Six of our prime ministers worked or studied in the U.S., not including Manitoba’s Arthur Meighen who named his eldest son for Theodore Roosevelt.

It is an “organic relationship,” writes Prof. Hale. If there is name-calling there’s inherent trust too – as with an American diplomat who marvels our two countries can reach a handshake deal on maritime security: “You couldn’t do this in France or Japan.”

So Near Yet So Far examines these “vital and inescapable” relations with a fresh eye. Who knew Canadian diplomats agonize over guest lists for Ambassador Gary Doer’s dinners in Washington?

Prof. Hale cautions Canadians against pointless needling or “self-righteous posturing” with Americans; the “hyper-cautious micromanagement” of Stephen Harper appears to work, he concludes.

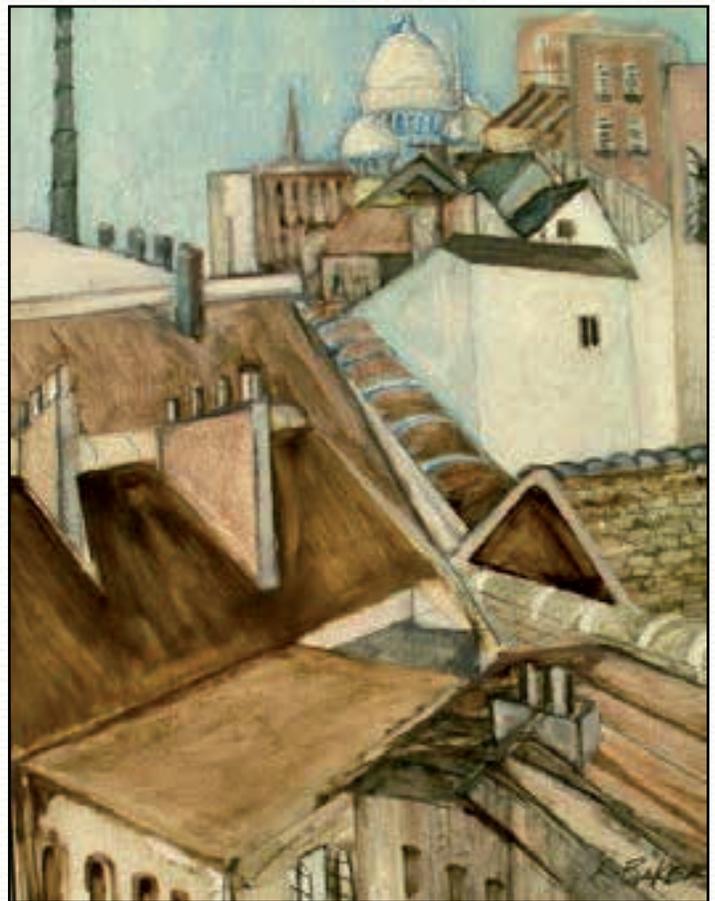
Sometimes we don’t like them;

sometimes they don’t like us. Yet to examine the fact is to be struck by the “depth and quality of cross-border relations,” in Prof. Hale’s words.

You can’t pick your family.

 HOLLY DOAN

*So Near Yet So Far: The Public and Hidden Worlds of Canada-US Relations*; by Geoffrey Hale; UBC Press; ISBN: 9780774820424; 425 pages; \$34.95 Paperback



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**Awashish, Philip** – of Anjou, Que., reappointed a member, Cree-Naskapi Commission, with a per diem in the range of \$365 to \$430, Nov. 22

**Baltacioğlu, Yaprak** – appointed Secretary of Treasury Board, with a salary in the range of \$242,900 to \$285,700, Nov. 12

**Barban, Gaston** – of Ottawa, appointed High Commissioner to South Africa and Namibia, Nov. 19

**Binder, Michael** – of Ottawa, appointed president, Canadian Nuclear Safety Commission, with a salary in the range of \$226,100 to \$266,000, Nov. 22

**Boehm, Peter** – appointed Associate Deputy Minister of Foreign Affairs, with a salary in the range of \$188,600 to \$221,800, Nov. 26

**Botelho, Helder** – of Brampton, Ont., appointed a governor, Council of the Canadian Centre for Occupational Health & Safety, Nov. 22

**Bulger, Stephen** – of Toronto, reappointed a member, Canadian Cultural Property Export Review Board, Nov. 26

**Dansereau, Claire** – of Ottawa, named Canadian nominee as Director, European Bank for Reconstruction & Development, Nov. 20

**D'Auray, Michelle** – appointed Deputy Minister of Public Works, with a salary in the range of \$242,900 to \$285,700, Nov. 12

**Dorion, Eric** – appointed Honorary Consul, Porto Alegre, Brazil, with an honorarium in the range of \$1,500 to \$5,000, Nov. 22

**Fortier, Patrice** – appointed ambassador to Peru and Bolivia, Nov. 08

**Frenette, Richard** – of Québec City, appointed a member, Veterans Review and Appeal Board, Nov. 19

**Giroux, Renée** – of La Prairie, Que., reappointed a citizenship judge, Nov. 16

**Goodman, Robert** – of Toronto, reappointed a member, Canada Pension Plan Review Tribunal for North York district, Dec. 6

**Guimont, François** – appointed Deputy Minister of Public safety, with a salary in the range of \$242,900 to \$285,700, Nov. 12

**Heenan, Alexander** – of Warton, Ont., reappointed chair, El Board of Referees for Ontario division, Nov. 10

**Helwer, Sherry** – of Brandon, Man., appointed a director, Canadian Commercial Corporation, Dec. 7

**Hermanson, Elwin** – of Winnipeg, reappointed chief commissioner, Canadian Grain Commission, with a salary in the range of \$226,100 to \$266,000, Jan. 21, 2013

**Hodgkiss, Pauline** – of Cambridge, Ont., appointed a member, National Parole Board, Ontario Region, Nov. 22

**Kanatewat, Robert** – of Chisasibi, Que., reappointed a member, Cree-Naskapi Commission, with a per diem in the range of \$365 to \$430, Nov. 22

**Kennedy, Simon** – appointed Deputy Minister for International Trade, with a salary in the range of \$216,900 to \$255,100, Nov. 12

**Key, Derek** – of Charlottetown, appointed a director, Bank of Canada, Nov. 6

**Lacroix, Hubert** – of Westmount, reappointed president, Canadian Broadcasting Corporation, with a salary in the range of \$363,800 to \$428,000, Jan. 1, 2013

**Latulippe, Gérard** – of Montréal, appointed High Commissioner to Trinidad, with a salary in the range of \$167,700 to \$197,700, Nov. 19

**Lecavalier, André** – of Ottawa, reappointed a member, Canada Industrial Relations Board, Dec. 18

Lee, Jason – of Toronto, appointed a director, Sustainable Development Technology Canada, Nov. 6

**Lennon, Linda** – of Hepworth, Ont., appointed a member, National Parole Board, Ontario Region, Nov. 22

**Lévesque, Louis** – appointed Deputy Minister of Transport, with a salary in the range of \$242,900 to \$285,700, Nov. 12

**Lineker, William** – of Port Moody, BC, appointed a part-time member, Canada Industrial Relations Board, Jan. 14

**McCue, William** – of Georgina Island, Ont., reappointed a commissioner, the First Nations Tax Commissioner, Nov. 22

**McDougall, Daniel** – of Ottawa, appointed chief climate change negotiator, Dec. 3

**McLaughlin, E. Virginia** – of Richmond Hill, Ont., reappointed a trustee, National Museum of Science & Technology, Dec. 18

**Menke, Ursula** – of Gloucester, Ont., reappointed as Commissioner of the Financial Consumer Agency, with a salary in the range of \$226,100 to \$266,000, Dec. 3

**Monet, Jacques** – of Saint-Jean-sur-Richelieu, Que., appointed a member, Advisory Committee on Vice-Regal Appointments, with a per diem in the range of \$275 to \$325, Nov. 4

**Morgan, Marta** – appointed Associate Deputy Minister of Industry, with a salary in the range of \$188,600 to \$221,800, Nov. 12

**Paddick, Brendan** – reappointed Honorary Consul, Nassau, Bahamas, with a per diem in the range of \$1,500 to \$5,000, Nov. 22

**Pentney, William** – appointed Deputy Minister of Justice, with a salary in the range of \$216,900 to \$255,100, Nov. 5

**Petit, Daniel** – of Québec City, appointed a member, Canadian International Trade Tribunal, Nov. 26

**Prigent, Bernard** – of Beaconsfield, Que., reappointed a member, Governing Council of the Canadian Institutes of Health Research, Nov. 22

Prodger, Jim – of Truro, NS, reappointed a director, First Nations Financial Management Board, Nov. 22

**Ravelli, Ross** – of Dawson Creek, BC, reappointed a director of Farm Credit Canada, Nov. 26

**Ready, Robert** – appointed High Commissioner to the Bahamas, Nov. 19

**Riso, Juan** – reappointed Honorary Consul, Asuncion, Paraguay, with a per diem in the range of \$1,500 to \$5,000, Nov. 22

**Saunders, Richard** – of Renfrew, Ont., appointed chair, Cree-Naskapi Commission, with a per diem in the range of \$365 to \$430, Nov. 22

**Shaw, Ann** – of Châteauguay, Que., appointed a commissioner, First Nations Tax Commission, Nov. 22

**Stewart, Greg** – of Regina, reappointed president, Farm Credit Canada, with a salary in the range of \$290,700 to \$341,900, Jan. 1, 2013

**Vancise, William** – of Regina, appointed part-time chair, Copyright Board, with a per diem in the range of \$940 to \$1,105, Jan. 11

**Van Dongen, Joe** – reappointed Honorary Consul, Curaçao, Netherlands Antilles, with an honorarium in the range of \$1,500 to \$5,000, Nov. 22

**Whittingham, Marc** – of Rockland, Ont., appointed president, Canadian Commercial Corporation, with a salary in the range of \$210,600 to \$247,700, Nov. 26

**Woodhouse, Kimberly** – of Picton, Ont., appointed a member, Natural Sciences & Engineering Research Council, Nov. 22