

Lunch time is company time after arbitration

Snow plough drivers will get paid for lunch time on the graveyard shift since the Town lost another arbitration hearing Aug 18.

Employees driving snow ploughs on the midnight to 8 a.m. shift have little choice but to stay in their vehicles during their half hour lunches, the three-member arbitration board ruled.

And that means they are still on company time.

The town argued the employees were free to leave their vehicles and were not responsible for them during lunch.

But the arbitration board noted that the employees could not return to the shop (as was the practice the previous year before the town implemented a new policy), they could not go to restaurants since only one was open and it was outside town limits, and they could not go home

because it was the dead of night and most lived too far away.

So in effect, said the board's written decision, they were stuck in the snow plough.

"It must be concluded that the employees were confined to their vehicles (although they might get out and walk around) and that they remained under the direction and control of the employer for the period of the lunch break," said the arbitration board's written decision, received by the town Aug. 27.

"The award should probably be accepted," said the Town's legal firm, Symons, Grise, Mosser in a letter dated Aug. 27.

"The cost of paying the lunch breaks is likely minimal by comparison to the cost of an application for judicial review," said the letter, signed by Edward F. Symons.

Development could be key

The development of St. Marie II could be the key to breaking a cycle of economic depression on Christian Island, according to Simcoe North MP Doug Lewis.

The recently-appointed cabinet minister is pushing to help the Beausoleil Band, which controls the island, develop the site.

"The lack of economic opportunities for the native residents of Christian Island is one of the most enduring and distressing problems I have encountered since becoming the Member of Parliament for Simcoe North," Lewis said in a letter sent to the clerk of Tiny Township.

After meeting with the archaeologist now excavating the site, Lewis said he came away with the feeling that it "may be the key to a long range pro-

gram which would provide jobs for native people, develop the archaeological site for historical purposes and result in a tourist attraction to complement other tourist attractions in the area."

Lewis wants to arrange a meeting between local politicians, historical advisors and businessmen to discuss development of the site.

Help wanted

Volunteers are needed at the Huronia Association for the Mentally Retarded.

The association needs assistance during the days with Fall swimming programs.

Volunteers are also needed to help with the Ontario Special Olympics during evenings.

For more information call HAMR at 526-4253.



\$1.4 million and climbing

The capital campaign fund for the Huronia District Hospital is growing fast. And adding to it last week was Frank Zgudziak, owner

of Dominion Electroplating Limited, seen here on the right presenting the cheque to campaign chairman Arnold DeCarli. Plant

manager Bogda Detambel was also on hand for the \$5,000 presentation last week.

Cruise signs for town

Signs pointing the way to the PMCL 30,000 Islands boat cruise should soon be dotting the roadside in Midland.

The town changed its mind on an earlier decision not to allow PMCL to put up the signs. But it didn't reverse its position without giving the manager of the firm a tough questioning at a committee meeting last week.

"I have a problem with the location" of the signs as recommended by the Ministry of Transportation, Mayor Al Roach told PMCL manager Brian Dubeau.

All four signs directing tourists to the town dock would have been on King Street under a plan presented by Dubeau.

Opposition was especially concentrated against a sign at the corner of Hugel Avenue and King Street. Mayor Roach and most of the public works committee said a sign would distract from the traffic lights there; and besides, they said, it's not necessary

because at that point on the road tourists can see Midland Bay and should assume that's where the boat cruises begin.

But after some bargaining back and forth and discussions after Dubeau left, the committee decided to allow a sign at each of the following locations: King Street near the cemetery; Yonge Street; corner of Yonge and King Streets; and Bayshore Drive near the town docks.

During the meeting it was noted that Parry Sound is allowing similar signs on its roads pointing toward cruise offices.

"Since the cruise lines attract more than 50,000 people each year," said Parry Sound clerk W. Ed Ewing in a letter to Midland Public Works Manager Ken Cave, "the Ministry of Transportation and Communications have themselves provided and erected directional signs on highway property leading to the town.

Therefore, the town's involvement can be interpreted as a natural extension of this service to tourists and not as an isolated or special service to private enterprise."

CORRECTION:
Should have read:
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