

Homes for the Aged Board meets

The regular monthly meeting of the Board of Management of the District of Thunder Bay Homes for the Aged was held at Pinewood Court on January 21, 1983 with all seven Board members in attendance.

Accounts for the two Homes for the month of December were approved for \$173,503.82. Two resident approvals were passed, one for Pinewood Court and one for Birchwood Terrace.

The Board approved an increase in the price of meals sold to staff of Pinewood Court and Birchwood Terrace ef-

fective February 1, 1983. There was a change in the hair cutting and hair styling rates for Pinewood Court. The Board also approved the tender of Dave Gatherum Stationers for the supply of office filing cabinets totalling \$778.50. The extra cabinets are necessary for the ever increasing number of files which have to be maintained. The Board also approved a 5 per cent salary increase which is allowed by the Ontario Inflation Restraint Program for all supervisory staff, office employees,

and craft teachers effective January 1, 1983.

Mr. A. Daneff, Chairman, and Mrs. Margaret Sideen, Vice-Chairman were appointed to the finance committee to work on the 1983-84 budget which is being prepared at the present time and will have to be finalized prior to the February meeting.

The Board were in-

formed that the new agreement with C.U.P.E. has the approval of the Inflation Restraint Board and this is to be forwarded to both parties concerned.

The Administrator, M.J. Vibert, gave a full report to the Board on Homes in eastern Ontario. There were many new and innovative programs being initiated and enforced in these

homes that were of interest to the Board. It especially related to apartments. Many of these apartments were built with the provision for handicaps, even related to wheelchairs. Many of these apartments are operating successfully. This brings up the question as to the role of the Board of Management in relating to senior citizens.

After considerable discussion of the various programs being offered to seniors, Board members were presented with a brochure being offered by the Ontario Homes for the Aged Association requesting the attendance of a representative from the Board and from administration. The focus will be "Defining Our Future" and "The Role of Homes for the

Aged". Mr. Alex Daneff, Chairman, and Mr. M.J. Vibert, Administrator, were authorized to attend the conference March 16-17 in Toronto. They will report to the Board and the annual meeting being held in the latter part of March.

The next Board meeting is tentatively planned for February 25, 1983.

Nakina: a railway town in trouble . . .

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Board of Directors, and in view of the above information, it would be inappropriate for the Minister to intervene."

In addition to the Minister of Transport, C.N., The United Transportation Union, The Brotherhood of Locomotive Engineers and the federal member were invited to answer these very important questions; none appeared and no answers were forthcoming.

In what way will this run through be more efficient?

How will it make people more productive?

How and to what extent will it be more cost effective?

What incentives are being offered to those who will be forced to move to Hornepayne? What will those costs be?

How much will excessive lay in Armstrong cost C.N. who, under the Collective Agreement, are required to compensate employees who are detained at the distant terminal

(Armstrong) for longer than 12 hours?

How will people who rent in Nakina at \$250.00 per month be compensated when they will be forced to pay anywhere from \$400.00 to \$800.00 per month in Hornepayne?

What will be the effect of operating a 150 car freight train 244 miles from Hornepayne to Armstrong without benefit of a standing or pull-by inspection for the detection of rolling stock defects which result in very expensive, hazardous and time consuming derailments?

These questions should and must be answered by those involved in negotiations now in progress under the Collective Agreements between C.N. and the United Transportation Union and the Brotherhood of Locomotive Engineers.

Perhaps even more important from a community viewpoint, there are several other basic and fundamental issues and questions that must be considered.

Should a Crown Corporation be given free rein to abandon a community which they established some 70 years ago without regard for the social and economic consequences?

It is common knowledge that C.N. has been treated extremely well in terms of their municipal tax levy. They contribute \$5,300.00 for their residential holdings and a grant in lieu of taxes amounting to \$6,800.00 for all trackage, station and other terminal facilities, totalling \$12,000.00, a very modest sum indeed.

Compare that to the \$26,000 that Kimberly Clark pays in taxes for their slasher operation 5 miles from Nakina plus the \$100,000 contribution that this corporation has made to Nakina for sports and recreation facilities. So much for social conscience and corporate responsibility.

What will be the effect of the loss of 56 wage earners and taxpayers to this community that has just completed large infrastructure projects, namely water distribution system, a collector and sewage treatment facility and a sports and recreation complex where any outstanding capital costs and increased operating expenditures on those left behind?

What will this run-through do to school enrollment, small commercial outlets, churches and the ability of Nakina to sponsor educational, recreational, cultural and other community oriented programs?

Does C.N., who established Nakina have a moral if not legal obligation to weigh all factors before instituting a charge with such far reaching implications?

Should C.N. be allowed to walk away from their community and leave those who remain to suffer the social and economic consequences?

If you agree with the federal Minister of Transport that it would be inappropriate to intervene, does this mean no one corporate, federal or provincial government have any responsibility for the traumatic effect on this small community?

Does it mean that federal and provincial governments accept without question the right of C.N. to change their method of operation in such a way that services which are funded by all three levels of government are abandoned by a significant percentage of the population of such a community, when it is entirely possible that these services will have

to be duplicated elsewhere (namely Hornepayne)?

In my opinion the only way that we will get the answers to these important questions is to establish a joint federal-provincial task force to investigate and report on the following:

1. Will C.N. be made more efficient, more productive, more competitive and will they save money? If so, how much?
2. Will this contribute to greater safety of operation for employees and for railway rolling stock?
3. Will these benefits (if any) outweigh the adverse effect on Nakina?
4. Should C.N., the federal or provincial government assist in cushioning the effect of such a change and if so in what form should it be?"



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