

## BRIEF CASE

### Belgian lawmakers OK EU-Canada trade pact

Lawmakers in the Belgian region that held up an important new trade pact between the European Union and Canada officially approved the deal Friday.

Parliamentarians in the French-speaking region of Wallonia voted by 58 to 5, with no abstentions, to support the Comprehensive Economic and Trade Agreement.

Regional Parliament President Andre Antoine said that "Europe must also pass by Wallonia."

Smaller than the U.S. state of New Jersey, Wallonia blocked the deal between more than 500 million EU citizens and 35 million Canadians for several weeks, deeply embarrassing the bloc.

The EU needed unanimity among all its 28 members, and Belgium needed the backing of all its regions to approve the pact.

### Civilian wages, benefits rise steadily in Q3

Wages and benefits paid to U.S. civilian workers grew at a steady pace in the third quarter.

The Labor Department says total compensation rose 0.6 percent from July through September, the same as it did from April through June. Wages and salaries increased 0.5 percent and benefits 0.7 percent.

In the 12 months that ended Sept. 30, compensation increased 2.3 percent, up from an annual gain of 2 percent a year earlier.

Wages and salaries, which account for 70 percent of compensation, were up 2.4 percent in the third quarter from a year earlier, and benefits rose 2.3 percent.

But state and local workers got their biggest gain from an increase in benefits, up 3.7 percent over the past year; their wages and salaries rose just 2 percent, the department said Friday.

### Firms set monthly record for merger deals

U.S. companies are cutting merger deals at a record pace even though antitrust regulators have moved to oppose several recent high-profile combinations.

So far this month, companies have agreed to mergers and acquisitions valued at \$249 billion, according to financial information provider Dealogic. That surpasses the previous record of \$240 billion in July 2015.

Last week alone the merger mania racked up \$177 billion, a new mark for a single week.

The biggest of the October deals so far is AT&T Inc.'s agreement to buy Time Warner Inc. for \$85 billion.

It is not clear why so many deals are happening now or how many of the proposed marriages will be completed. **See BRIEFS, Page 5A**



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## Fidelity grows to biggest US charity

### Donor-advised fund surpasses United Way

DAVID CRARY  
ASSOCIATED PRESS

NEW YORK - United Way, ranked as America's largest charity for all but one of the past 25 years, has been emphatically knocked from that spot by Fidelity Charitable, the leader of a rapidly growing philanthropic

sector that is transforming the way many Americans give.

Boston-based Fidelity, which collected \$4.6 billion in private donations in 2015, is a donor-advised fund — an increasingly popular type of charity to which a donor can make a contribution, immediately receive a tax benefit, and then recommend grants from the fund at any time thereafter.

The new rankings released Thursday by the Chronicle of Philanthropy showed that Fidelity's private support rose nearly 20 percent from 2014,

when it narrowly trailed United Way. The new data showed United Way in second place, with \$3.7 billion in support — down 4.2 percent from 2014.

Feeding America, which supplies many food banks in the U.S., was third in the new rankings, followed by a California-based donor-advised fund, the Schwab Charitable Fund. Catholic Charities USA ranked fifth; the Salvation Army was sixth.

Since 1991, when the Chronicle of Philanthropy started its rankings, United Way had been

the largest charity in every year except 2006, when the Salvation Army took the top spot.

Brian Gallagher, president of United Way Worldwide, attributed the shift to economic trends, including a surge in giving by the wealthy and stagnating wages for many of the middle-class Americans who have been loyal United Way donors. United Way's average contribution is \$365, while the minimum a donor must give to open a Fidelity Charitable account is

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## Colorful ferry getting service in Sturgeon Bay

### Canadian vessel MS Chi-Cheemaun stands out with native-style designs on smokestacks

TINA M. GOHR  
USA TODAY NETWORK-WISCONSIN

STURGEON BAY - There's a new girl in town, and she's a beauty.

The MS (Motor Ship) Chi-Cheemaun, a car and passenger ferry based out of Owen Sound, Ontario, cruised into Fincantieri Bay Shipbuilding in Sturgeon Bay on Oct. 17 for a standard five-year maintenance inspection. It's Chi-Cheemaun's colorful smokestack along the shipyard's horizon that puts her in another class against the earth-tone stacks of surrounding big freighters.

Strong hues of blues, yellows, red and greens depict native animals and reptiles blended into wavy designs honoring the Ojibwe School of Woodland Art in Canada. Chi-Cheemaun (pronounced "Chee Chee Maun") is loosely translated in Ojibwe/Chippewa as "Big Canoe."

Bay Shipbuilding welcomed the arrival of the Canadian vessel.

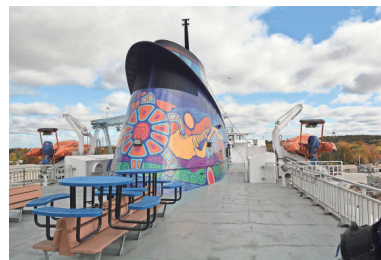
"Fincantieri Bay Shipbuilding is pleased to have secured the Chi-Cheemaun dry docking and repairs," said Julie Koch, manager of contract services. "This project gives us more visibility in the Canadian markets and provides a unique opportunity for our people to work on a passenger/car ferry with the crew and their suppliers."

The 364-foot ferry serves visitors traversing the Georgian Bay between the straits of Tobermory on the tip of the Bruce Peninsula and Manitoulin Island. The travel is similar to Don County's peninsula transit to Washington Island, only the ride is three times as long to Manitoulin, an island 50 times larger. Both destination islands offer natural beauty. Manitoulin also boasts as the largest fresh water island in the world.

"Local merchants rely on business the Chi-Cheemaun brings with each transit between Tobermory and Manitoulin," said Joe Ostrander, vice president of Engineer-



PHOTOS BY STEVE REINKE/SUBMITTED  
The MS (Motor Ship) Chi-Cheemaun is in port for a required five-year inspection at Fincantieri Bay Shipbuilding Co., Sturgeon Bay. It is a RO-LO (roll on/roll off) ferry — vehicles roll onto the ferry and roll off. A unique feature is that the bow is lifted to unload vehicles, as seen here. The ferry currently resides in Bay Ship's floating dry dock. To see more photos of the Chi-Cheemaun, go to the gallery at [www.greenbaypressgazette.com](http://www.greenbaypressgazette.com).



The colorful smokestack of the MS Chi-Cheemaun is the centerpiece of the ferry's outdoor mezzanine. To see more images of the ferry by photographers Tina M. Gohr and Steve Reinke, go to [www.greenbaypressgazette.com](http://www.greenbaypressgazette.com).

ing for Owen Sound Transportation Co., owner/operator of the Canadian vessel.

The ferry can also transport buses and semi trailers. Its capacity is 638 people and 140 cars with multiple cruise entertainment options.

Owen Sound chose Bay Shipbuilding because of its location, marine architects on site, and the investment the company has placed in its facilities.

"We are well taken care of" Ostrander said. "The large, floating dry dock was definitely a draw. I have worked all around the Great Lakes and I am impressed that it is five years new and sophisticated. At 400 feet, it was almost customized for us. Bay Ship was also competitive in the market with pricing."

The ferry will be undergoing required five-year, out-

### "Local merchants rely on business the Chi-Cheemaun brings with each transit between Tobermory and Manitoulin."

JOE OSTRANDER  
VICE PRESIDENT OF ENGINEERING  
FOR OWEN SOUND TRANSPORTATION CO.,  
OWNER/OPERATOR OF THE MS  
CHI-CHEEMAUN

of-water inspection and surveying. The rigorous inspection includes examining shafts, propellers, stabilizers, sea chests, bow thrusters, tanks, plus ultrasound tests determining any steel erosion. She will also be repaired.

"When we get back (to Owen Sound), there will be new (decal)s. We will be giving her a new face," Ostrander said. She was built in 1974 by Collingwood Shipbuilding, Canada.

Currently residing in the floating dry dock, the Chi-Cheemaun is expected to depart Bay Shipbuilding about Nov. 22.

## Oil market slides down on OPEC squabble

Less than a month after OPEC announced a plan to collectively reduce oil production to boost prices, it appears that the deal might be falling apart. Originally, all 14 member nations and Russia had agreed to work together to reduce production, but now nations are asking for exemptions from the pact. Iraq, Nigeria, Iran and Libya have all suggested that they should be able to produce at current levels



ALEX BREITTINGER  
while the other nations cut back, which could lead to squabbling among member nations. Markets are now reflecting

that the deal will ultimately fall apart, which would continue the global oil glut. These expectations knocked oil prices near the lowest price of the month, trading Friday for \$49 per barrel.

**Soggy oats market boils higher**  
Oat prices have exploded this week, gaining more than 10 percent in just three days on concerns about the quality and availability of Canada's

crop. Canada is the world's largest exporter of the grain, but cold, wet weather in the Canadian province of Saskatchewan has essentially halted harvest. A quarter of the crop is still in the field, and some fear that it might not be harvested until next spring.

Furthermore, wet conditions are hurting the quality of the oats, which could render **See FUTURES, Page 5A**