

# Plain & Valley

Covering Southeast Saskatchewan and Southwest Manitoba

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## Dennis Thiessen headed to World Triathlon Championship

BY JULIA DIMA

Eight years ago, Rocanville's Dennis Thiessen decided to get active, after a bit of a hiatus from his younger years of running in high school and university, and bike racing in high school. He didn't plan on becoming a triathlete.

"For a period of time there, I wasn't all that active, and I thought, maybe I should get back into things here. In the winter, I like to cross-country ski, and in the summertime, I figured, I could swim, and run a little bit, and then I decided, well, I might as well do triathlons," he says.

His first triathlon eight years ago was in Clear Lake, Alberta. Thiessen says that he found he enjoyed the training involved in preparing for the triathlon, so he decided to keep signing up for them each year. Since then, Thiessen has done Ironman triathlons in Calgary, Vancouver, Waskeiu, and other places in Canada.

When he started, Thiessen recalls he struggled to swim a full lap. Eight years later, Thiessen has qualified to represent Canada at the Long Distance Triathlon World Championships in Sweden this June.

"I went to the national long distance championships in Vancouver last summer, and did well enough to qualify... If you qualify for the national team, you can put your application in to go," he says. "I have never been to one of these before, I've talked to people who have gone, and they say it's a nice event, there's big opening and closing ceremonies. It should be interesting."

Qualifying triathletes can decide if they would like to make the trip to the world championship, which can be costly to attend. Thiessen and his wife, Cherie, discussed the possibility of going, and decided it would be a once-in-a-lifetime opportunity to represent Canada, and to visit Sweden as well.

"This isn't something we'll do every year, but it's something we'll do as a special event," Thiessen says.

"And it's a chance to be part of Team Canada too, so that is pretty cool," adds Cherie Thiessen.

Triathlons involve three basic components—a run, swim, and bike. The length of each part of the race varies, and some triathlons, like the one Thiessen will compete in this month, are long-distance. An Ironman triathlon typically involves a four kilometre swim, 180 kilometre bike



Dennis Thiessen will be competing in the long distance triathlon world championships in Sweden later this month. Here, Thiessen poses with his triathlon bike, a specially designed aerodynamic long-distance bike.

ride, and a full marathon—42 kilometre—run. The time it takes to complete a triathlon can vary depending on the distance and weather conditions, as well. The long distance triathlon in Sweden involves a four kilometre swim, 120 kilometre bike ride, and 30 kilometre run, and Thiessen

thinks the whole event will take around eight hours.

"Hopefully, I finish it," Thiessen says. "But after, I think I will be very relieved."

To prepare for a triathlon, Thiessen spends five days a week training. Thiessen takes his runs through the Scissors

Creek Valley, and can often be spotted riding his bike through the Qu'Appelle Valley just north of Rocanville—luckily, Thiessen says, his upcoming triathlon does not have any slopes and hills as big as the valley he takes on every week.

We have some really nice run

spots at the Scissors Creek Valley. To bike, you go through the valley and it is beautiful. It also gives you time to think, time to download," he says. "It doesn't seem that long when I do it. I know it's a few hours, but when you are running or biking, it doesn't seem that long."

Thiessen also gets in regular swims each week at the Aquatic Centre, but before it's open in the summer, he schedules swim time in Regina in order to keep up on the swimming training. He says that isn't a large inconvenience because he has family in the city to visit. Though training for a triathlon is a year-long commitment, Thiessen has an off-season when he only trains once or twice a week, and in the winter, he spends his time cross-country skiing. Closer to spring, his workouts start ramping up. Even though preparing for an event involves a rigorous schedule, Thiessen says it's not the exercise that is the challenging part.

"The hardest part of any training is to get out of the door. Once you realize that that's the hard part, and you're biking, or running, or swimming, that part is easy, compared to just getting ready and getting out," he says. "Especially when the weather is not nice, you think you don't want to. But once you start, you know you're not going to be cold—so, it's a bit of a mental thing."

The payoff for the work, Thiessen says, is a sense of strength that comes from completing a difficult challenge.

"It's empowering when you're done triathlons, for a while, you feel like you can do anything," he says.

However, the first thing most triathletes want to do is stretch.

"You certainly feel tired afterwards. It's interesting to see all the athletes there after an event—there's quite a few, and they all sort of walk the same way," Thiessen says. "I wouldn't be doing any training or running for a week or two afterwards. But right afterwards, you just try to stretch out a lot, massage a little bit—that first day is tough."

The world championship triathlon is right around the corner, June 27 in Motala, Sweden, a city of 30,000 around two hours southeast of Stockholm. At the qualifying events for worlds, ten triathletes from each age group qualify for the race, which has participants from over 40 countries, and from ages 18 to 79.

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Above: The area of the Pipestone Valley where Wawota Quad Derby participants stop to play in the mud as it was last week on May 28. Wawota Lions Club members say that while the mud and ruts look unpleasant after the quad derby, in the coming months, the grass grows back and there is no permanent damage. Right: In some areas of the valley bottom, there are still visible ruts in the ground.

### After complaints made to the government:

## Wawota Quad Derby shut out of Pipestone Valley

BY JULIA DIMA

The Wawota Quad Derby brings in anywhere from 500 to 700 ATV enthusiasts for one day in the spring to the Pipestone Valley just north of town. Hosted by the Wawota and District Lions Club, the derby is the organization's largest fundraiser, and has been running for 10 years.

According to Lions Club president, Doug Bourgon, the Lions Club raises anywhere from \$10,000 to \$20,000 for the community. In the past, the funds have gone anywhere they are needed in the community, including the school for new gym flooring, the Wawota museum, the daycare, the Wawota Forum, and private donations for families dealing with a medical crisis.

However, earlier this month, the Wawota Lions Club heard from the region's Conservation Officers with the Ministry of Environment, and were told that the derby, in its current location along the Pipestone Valley, was violating the Environmental Management and Protection Act, and had to move out of the valley bottom if it was to continue.

Bourgon says that four individuals made complaints that the derby was tearing up the valley bottom and causing damage. Though the derby extends for a number of miles through the Valley with just riding area, at some low points in the valley, derby participants take advantage of the muddy conditions of the creek, which is a spring-runoff creek, and 'play' in the mud, doing donuts, and churning the mud. Derby participants leave the area caked in mud from head-to-toe, and leave the valley bottom rutted and muddy.

"To the naked eye, yeah, it looks bad when you look at the damage, but every year it grows back, the grass grows normally, and I really don't think it hurts anything," Bourgon says. "The issue is just tearing up valley bottom and disturbing

the water, which you're not supposed to do."

The regulation that the Ministry of Environment says is being violated is the Environmental Management and Protection Act, Section 36, subsection 1A, which states that "without a valid permit authorizing the activity, no person shall directly or indirectly alter or cause to be altered the configuration of the bed, bank, or boundary of any river, stream, lake, creek, marsh or other watercourse or water body."

Though the land the ATVs travel on is privately owned land, the Pipestone Creek itself, like all bodies of water in Saskatchewan is publicly owned crown land, so these regulations apply specifically to the body of water, which is a tributary to the Assiniboine River. After the complaints were put in, conservation officers came to investigate the site of the derby, and took aerial photographs of the valley, and the area where the riders churn mud in the valley bottom. That was about three weeks after this year's derby, which took place on April 25. Bourgon says he does not that so soon afterwards is a fair time to assess the impact the derby has.

"It does look bad, but come the end of June, the grass grows better there because it's been disturbed and aerated," Bourgon says. "We want to prove that we are not doing the damage that they think we're doing . . . it's looking at the worst of the worst. If you come back at the end of June, and fly over the same place with a drone camera, it looks different."

The complaints are not new to the Lions Club, according to Bourgon, who says they told were they should try to keep the derby out of the valley bottom four years ago. However, that was never pushed, so the derby continued as before. However, this year, when the conservation officers spoke to organizers, they were informed that continuing the derby in the valley bottom could result in large fines for vio-

lating the Environmental Protection Act.

"It's the rules, it's true. We've been above those rules for 10 years, I guess, but it is written in stone, and if we carried on, we could be fined," Bourgon says. "The law states the watershed includes the creek bottom and then the embankment, which means right to the top of the valley so they're not going to let us be in the valley."

A petition has been started online to allow the derby to continue in future years. As of last week, it had just over 1,500 supporters.

"There aren't actually any regulations against the quad rally itself, with licensing or anything, it's basically to look at

the damage to the waterway," says Rich Hildebrandt, a conservation officer and spokesperson for the Ministry of Environment. "Our officers did investigate, but they did not shut down the rally itself—there's a perception that the ministry did do that, but our officers investigated, talked to the organizers about the regulations in the Environment Protection Act, and pointed out some of the things required under that. At that point, organizers decided they were going to not carry on."

Bourgon says that not allowing the derby to take place in the valley is equivalent to shutting it down, since the derby has nowhere else to go.

*Continued on page 11*

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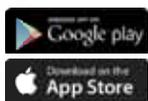
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# Gabrielle, Bear attend NHL Combine

BY JULIA DIMA

Two local hockey players are getting one step closer to their dream of playing in the NHL as the 2015 NHL Draft comes closer. Ethan Bear from Ochapowace First Nation and Jesse Gabrielle from Moosomin attended the 2015 NHL Scouting Combine in Buffalo June 1 to 6. The top 99 North American prospects and top 21 European prospects are invited to the combine, where 30 NHL teams interview the players on their choice, and the players compete in physical endurance tests to prove their capabilities. Gabrielle wound up setting three records in the physical tests during the combine.

Bear plays with the Seattle Thunderbirds, and this year, was selected as part of the Under 18 Canadian Team that played at the U18 World Championship in Switzerland in April. Bear was ranked 97th in the draft prospects going into the combine.

Gabrielle started his regular season with the Brandon Wheat Kings, and was traded to the Regina Pats halfway through the season. Gabrielle was ranked 73rd in the draft.

Both players had a good feeling they would be invited to the combine, but were still excited for the opportunity to show NHL teams what they had to offer.

"I had a good feeling I would go, since I made the U18 Team Canada, and I thought I had a good season, so when I was invited, I was pretty happy, and a few others guys on my team did too, so that was great," says Bear.

Bear interviewed with 12 NHL teams, including his two favorite teams, the Montreal Canadiens and Colorado Avalanche. The interview process allows the scouts from the various teams a chance to see what a player is like as a person—all year, scouts watch the players they are interested in throughout their regular season, so meeting face-to-face helps them get a full sense of the players they may consider in the draft.

"Each team has seen how each guy plays, so they wanted to get more of a personal look at where they think they're at, and the type of player they are, where they are from, and their family life, things like that," Bear explains.

Gabrielle says that he was well-prepared to be one of the players selected at the scouting combine, after having a strong season and ranking in the top 75 NHL prospects.

"I thought I had a good enough season where I was going to get invited, and I was hoping that I was, and I'm pretty excited that I got to go," he says. "I was holding high expectations for myself to get invited, so when I was invited, I knew there was going to be 30 teams there, and they are going to want to talk to me, so I just needed to prepare as well as I could for the interviews and whatever questions they are going to ask, and knock it out of the park."

Gabrielle interviewed with six teams—some of the 'grittier' teams, as he says, including the Boston Bruins, Colorado Avalanche, Chicago Blackhawks, and St. Louis Blues.

Gabrielle says he knows his rougher playing style makes him a specifically desired sort of player, so he expected to have fewer interviews than some of the other prospects at the combine, who have a more generic playing style.

"I think I bring certain things that other guys don't, and some teams don't need that on their team, and some other teams love it," Gabrielle says.

In addition to the interviews, players underwent medical tests and then intensive physical endurance testing. Everything from hand-eye co-ordination to agility is tested. Players have to do as many push-ups, curl-ups, pull-ups and bench presses as they possibly can. They also do vertical jump, long-jump and have to undergo aerobic testing and peak power output tests.

"It's all stuff I have done before, so it wasn't new, but it's something you want to do well in when you're there," Bear says. He says that coming out of the combine, he feels that the physical tests matter, but the interviews are what leaves the lasting impression with scouts.

"I guess it is all important. You want to be in the best shape, but I think that maybe the interviews are the more important part. They mainly care about how you play on the ice, and they've all watched you before, so when you're doing your fitness testing, yeah, it's important, but the want to get to know you as a person and a player, so I would say the interviews are more important."

Gabrielle went into the fitness training component of the combine with the idea in mind to be the best physical player there.

"I knew what I was going to have to do, so I focused on things I thought I was strong at, and I planned to do really well at those and get some first place finishes and then where I wasn't as strong, I just tried to do the best I could and be above average," he says. "I did very well at the physical testing, so I hope that maybe raises my draft stock."

Gabrielle broke three records at the combine, and led the prospects for first place finishes, with three first place finishes out of the 13 categories. He broke the bench press record, doing 20 reps at 160 pounds, with the previous record being 21 reps at 150 pounds. In the Wingate test, Gabrielle's mean power output was 13.8 watts/kilogram, breaking the old record of 11.9. He also broke the record for the Fatigue Index, which measures heart rate in the Wingate Test, with a rate of 28.4 beats. The old record was 28.5.

"I am not sure how much they look into the actual test results, I think it's just a competing factor—they're looking at how much you're pushing yourself compared to other guys. I am not sure they look into the actual results, but I think they look for guys who are pushing themselves hard, and some teams are looking at how in shape you are, they are looking into how committed you are in the off-season, so I think physical testing is pretty important for a player like me," Gabrielle says. "You can quit whenever you want basically, but guys are there to compete, so they are pushing themselves until they puke . . . it's nerve-wracking and intense, but you expect that from the top hockey players in the draft."

Overall, Gabrielle says he feels very confident coming out of the scouting combine.

"I think it was a really successful week, setting three records, I think, is a very big accomplishment for me, I think that teams will appreciate that and draft me a little higher," he says. "And I think I did really well in the interviews, so I am excited for the draft



Ethan Bear playing with his team, the Seattle Thunderbirds in the regular season.



Jesse Gabrielle playing with the Regina Pats this year.

now, I am hoping I get drafted, and go as high as I can," he says.

He adds that he is trying to stay focused on what is exactly in front of him, though, and keep taking his career one step at a time. He will be considering going to the draft, and will be attending any summer camps he is invited to this year.

"You don't want to get too excited, you kind of want to just continue your training as normal, and get in the best shape you can before you go to training camps. It gives you a little more motivation to go a little harder, stay on the ice a little longer, but

I think right now, I am staying focused on my training, and not worrying about the draft," he adds.

Bear says that the experience of being at the scouting combine was exciting, and he is considering it another step in his goal to be an NHL player. "My NHL passion has always been there, I always want to work for it, but this is just a step for me. It's fun, it's exciting, and I am thankful I got to go," he says. "The next step would be the draft on June 26, that's coming up and it's pretty exciting too. That's the next step for all of us."

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# Thiessen competing in international triathlon

Continued from page 1

In Thiessen's age group, 55 to 59, there will be around 50 men racing, coming from Canada, the United States, Sweden, Switzerland, Great Britain, Australia, New Zealand, Finland and Germany. Along with Thiessen, there will be four other men in his age group coming from Canada, and there will be 34 Canadians in all the categories.

Athletes were sent videos of the route they will be taking, as well as information about elevation and other environmental factors.

"The swim will be a swim, they tend not to vary much from other swims. The run route is very flat, and beside a lake for half of it, and through bush, and through the town, so it's not too challenging, except in terms of length. The bike route is similar to here, actually, in some ways. There are gen-

tle ups and downs, but it's not too difficult, not like going through the valley here, this valley is a brute," Thiessen says. "The other thing too is on the bike route, they have statistics about the elevation and time needed, so I can compare the difficulty of that route to the ones I do here."

Thiessen says as the event comes closer, he is getting excited, and has his mind completely focused on the triathlon. He and his wife will be staying in a home close to the event site, with a few other athletes, including a Canadian triathlete they met at an event in Vancouver. After the event, they plan to spend a week in Sweden touring the country.

Being part of Team Canada, and representing the country at the worlds level is exciting to Thiessen, but also daunting.

"It's getting a little exciting now, yes,

you want to make sure you're ready," he says. "It's a bit scary—whenever you go to different events, you have people who have participated in national events before. You can tell because they are wearing their Canada jerseys, so for myself, you see those people, and you think, whoa, they're good—we're going to try and run them down. So, you have a bit of a bull's-eye on your chest with that Canadian flag, so you don't want to disappoint. I am going more for an experience."

Thiessen says that one part of triathlons he enjoys is that they are not very competitive. Though the elite and olympic-level athletes are vying for first place, recreational triathletes like Thiessen are going to challenge themselves more than they are to challenge others.

"It's not a competitive sport in the way

that people are very supportive of other athletes, and you help and encourage other athletes, so it's a neat atmosphere," he says. "You're not trying to beat someone, although, when there is someone in front of you, you do try to pass them obviously. But you pass someone, and then they are cheering you on."

Thiessen says he is looking forward to the challenge of the long distance event, and says he will continue to participate in triathlons until his body tells him it's time to stop.

"It goes year by year—you're never really sure if you'll do another. One of the reasons you do it is because you can, and a lot of people can't. When you get older, you're not really sure if next year will be possible, so you take it year by year," he says. "It's a challenge, it's always fun that way."

# Manitoba government offers flood mitigation grants

The government of Manitoba has created a \$15 million initiative to encourage flood prevention. The 2015 Individual Flood Protection Initiative is available to individuals who experienced flooding in their home, business, or farm last summer when heavy rainfall in early July resulted in widespread flooding throughout Southeast Saskatchewan and Southwest

Manitoba. It's also open to individuals who would have flooded without emergency flood protection measures.

Through the fund, a maximum of \$86,000 is available for flood mitigation projects. That could include the construction of dikes, raising the foundation of existing homes, and moving buildings out of flood-risk areas.

"Our program focuses on buildings, so if you had a building that had been flooded, our inspectors would come out on site and determine the extent of the flooding damage, and we would take a look at what the options are (for mitigation)," says Arvid Ewashko, the program manager for the 2015 Individual Flood Protection Initiative. The program differs from Disaster Financial Assistance (DFA), in that it focuses on preventative initiatives, and not remediation and losses.

"Our program provides financial assistance for people to permanently flood-protect their properties," Ewashko adds. "There has been more flooding in recent years, and the (government) was looking at developing a program to help people out. The objective of the program is to reduce the financial and emotional hardships of flooding for people."

Though there is a maximum of \$86,000 per mitigation project, farm owners who have both their personal home and farming structures damaged can fill out a home application and a farm application.

There is the potential, as well, for retroactive financial assistance in cases where the property owner has already completed mitigation projects without the funding. Ewashko says that in order for retroactive assistance to be granted, the mitigation project would have to meet program requirements.

"It can be covered if everything they've done is eligible... as long as they've met our requirements, it may be eligible. They would have to have flooded, and



Above: a scene of the flooding that hit Elkhorn in 2014.

the flood mitigation they've already done would have to meet requirements."

Those requirements include anything from materials used to the way dikes are constructed. For individuals who are in the process of mitigation efforts and want to ensure their work is eligible for retroactive funding, the program requirements are available online at gov.mb.ca/floodinfo/floodproofing. That is also where people can find the applications for the grant. People who wish to apply for the program have until September 30 to do so.

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# Rocanville to hold public vote on new hall

BY KARA KINNA

A referendum for Rocanville residents will be held on Wednesday, August 5 to determine if the town will provide \$400,000 for its new hall and co-sign a loan for \$800,000 for the fundraising committee.

At a special meeting, council was approached by the planning committee for the new hall. The committee asked council if they would consider holding a referendum, and council unanimously voted in favour of one.

The referendum will be run much like an election, with ballots being cast by town of Rocanville taxpayers. According to the town, it will take some time to organize the referendum, and council intends the result of the referendum to be binding for three years.

The RM of Rocanville council has already approved \$400,000 for the new hall, and a donation of \$800,000 has been pledged by PotashCorp.

If the referendum results in a yes vote, Rocanville town council will go ahead and borrow \$400,000, which would be the town's commitment to the new hall. They would also co-sign a loan for \$800,000, which would go to the hall fundraising committee and be paid back to the town as the funds roll in.

A public meeting was held recently to report on the progress of the project. At that meeting, planning committee chair Steve Fortney told the public there had been some opposition to the new hall, and the committee thought that a referendum was the fairest way to go.

"We realize this is somewhat divisive in the community. And our purpose was to give the community what they want, and people have been trying to express their opinions one way or another," Fortney said.

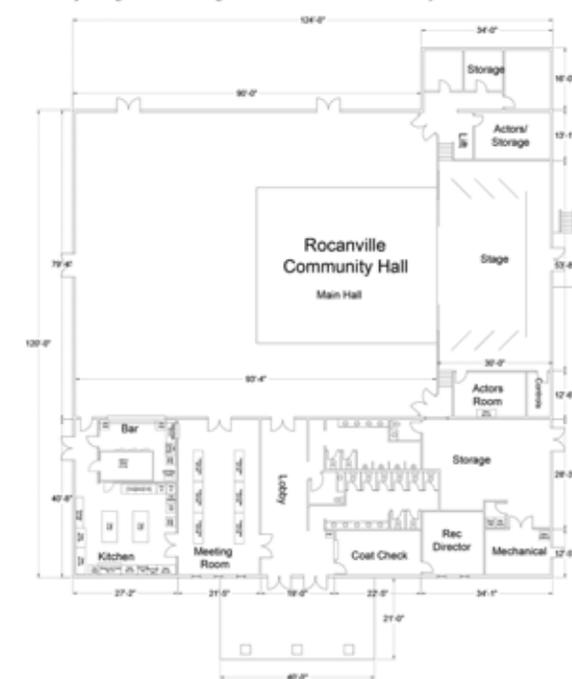
"It's our opinion at this stage a referendum and a binding vote is the best way to proceed. That way the people speak, and that's the way it goes through. Whether it goes through or doesn't go through, the community has a fair say and a vote.

"We feel it's less divisive to the community. Let's have it out in the open where people get to say what they want and everything could proceed after that."

At the town council meeting on May 20, two councillors—Ken Nixon and Ed English—voted against the new hall.

Mayor Daryl Fingas, who also sits on the planning committee for the hall, says he believes there is support for the project in the community, but says he knows some people are also unhappy about the hall.

"The majority of the people that we're hearing from about the hall, we're hearing a lot that people are in favour of it. But the people who are very vocal are the ones against it. I've had a few phone calls that we shouldn't be going ahead with it, and now these people are phoning other



The floorplan for Rocanville's new hall.

councillors, and there's some negativity in the community. So to do it properly, this is the way to go instead of pushing it on people."

Fingas says it's important for everyone in the community to come out and vote so that that council can make an informed decision.

"We've got to encourage all the people to come out. Whether you're against it or in favour. We need everybody's vote," he says.

He says there are a number of rumors around town that the new hall could cost taxpayers as much as \$500 a year. Fingas says the town has not even discussed yet how they would raise their portion of the \$400,000, but says a \$400,000 loan is not unreasonable for a town the size of Rocanville, which is currently not carrying a high debt load.

He says if every household were charged \$100 year, the hall would be paid off in 12 years—what he considers a rea-

sonable amount of time.

Fingas is in support of the hall and says if it's not built now, it likely won't ever be built.

"A lot of people have asked, 'why don't you save some money up before you build this hall?' We'd have to ask the taxpayers

for money and put it into an account. If we took \$100 from every household, it would take us 12 years and if we went ahead with it, the cost of the hall probably would double in that 12 years. Are you further ahead? No you aren't.

"If you look at it another way, 95 per cent of the people that buy a home probably made the minimum payment and paid a mortgage for 25 years to buy a home. If those people would have waited until they had enough money to purchase a home, they wouldn't be in a home.

"So what do you do? You go out and you do it."

Rocanville's new hall is in the very final planning stages. The hall is set to be 14,877-square feet and, if built, would be located between the curling rink and the pool. It would include a stage, a kitchen and bar, a meeting room, and the office of the town rec director.

The estimated cost of the project is \$2.4 million with the operating cost anticipated to be \$10,000 annually.

Apart from receiving an \$800,000 donation from PotashCorp, the committee has also received an unexpected \$35,000 donation as well.

At the public meeting, the committee announced that they have also applied for more than \$100,000 in grants already to help cover the fundraising committee's \$800,000 portion of the funds that need to be raised.

Fortney said they would consider resurrecting the Rocanville Lucky Lottery as well, as a way to raise funds. The lottery, a popular event each year, ran for years in Rocanville as a way to raise funds for the town's rink.

Fortney said he was optimistic the fundraising committee could raise the \$800,000, and pointed out that a new hall has a use for everyone in the community.

"Keep in mind that close to a million dollars was fundraised for the skating rink," he said at the meeting last week. "So when you look at the broader appeal (of the hall) in the community—it's not just for people with kids that want to play hockey—there are a lot of people who want to use it and, it will have a lot more appeal."



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# After complaints made to the government: Wawota Quad Derby shut out of Pipestone Valley

Continued from page 3

"We would have to move it up out of the valley, so then it would have to be in farmers' fields, and that is not going to happen, the farmers will not let them quad and tear up their fields. Most of the land-owners are Lions members as well, so we already know that's not going to do. So, either we find a way to keep it in the bottom like we have been, or we're probably going to be done," he says. Moose Mountain Provincial Park has got wonderful quad trails, and they never get used. But, the (conservation officers) were not interested in that, they told us, no, you're not going in there and ripping up our park."

Bourgon says the appeal of the quad derby is that the riders can make a mess.

"That is pretty much what these quad derbies have been about. They go out there to have fun, so you have these young guys that have their machines they've spent a lot of money on, they want to go spin around and have fun. There's other quadding in the country, more family oriented, and you have quad trails for that, but we don't seem to attract those riders," Bourgon says.

The large concern, according to the Ministry of Environment is not that the derby creates a mess of the valley—much of the valley is pasture land for cattle, and receives disturbance to the ground that way. The concern is the impact that the activity has on the water in the creek. Hildebrandt says that as a tributary to the river, the creek would be considered a fish-spawning habitat that is sensitive to environmental changes.

"Whenever there is any digging up or disturbing,



Riders make their way through the muddy part of the valley at the 2014 Wawota Quad Derby.

anything that can cause silt and damage to the boundary, and potential to do damage to fish spawning habitats, that is all part and parcel—disturbing the soil, and vegetation, things like that," he says.

Trevor Herriot is a naturalist who has studied the Assiniboine River system, and agrees that the disturbance can be extremely harmful to the aquatic ecosystem that the River and its tributaries support.

"You are not allowed to degrade the fish habitat and the quality of water, to make a public stream get silted up with black mud that you've churned up with hundreds of ATVs. It heads downstream—your water may look clear, but it's gone downstream, clogging natural plant growth and ecosystems, and the stream is going to be cloudy, at least for a period," Herriot says. "In the spring, when things are spawning, and not just fish, but other aquatic invertebrates, and things are going through their reproductive cycle, many require clear water and natural stream bed conditions for their life cycles to work. So, those are bigger issues of what is happening, what is

happening in the water is the main issue. In addition, the water quality is also affected by the amount of petroleum products that get in there with all those ATVs too."

Herriot notes that other places in Canada and North America have done studies looking at the impact of ATV activity around streams and creeks, and there is evidence that even light ATV use in certain ecosystems can impact aquatic health.

"If you're going through streams, in some jurisdictions, it's suggested that even light ATV crossing of streams can be very damaging, like crossing over a riffle. Riffles are very important niches to a stream, because there's oxygen being added in, there's a lot more life happening right in that spot where the water is riffling over rocks. However, it's a low crossing, so ATV users might be attracted to cross there, but doing that wipes away natural plant cover, and it will impact the aquatic species—that's just light ATV activity. What we are talking about is way beyond that with the Wawota situation," Herriot says. "People are concerned about this all

over North America. It's obvious to anybody who is an ecologist and studies this that if you run a lot of ATVs over stream beds, you're going to hurt the stream and watershed. It's pretty well established—this isn't like we are talking about something that is really up for grabs."

Lions members disagree with that, and want to see more evidence that this sort of damage is actually occurring before a determination is made that they are causing significant and lasting damage.

"They seem to think we are doing damage to the ecosystem at the bottom of the creek, and maybe we are, I don't know, but I don't think it's anything permanent. Basically, our point is if you went back there in the middle of July, you won't even be able to tell where we went on the derby," says Jeff Engle with the Lions Club. Engle says that he has personally invited Herriot to come to the valley and see the creek, and both individuals want to bring an ecologist to the site to personally inspect the situation.

"If there is evidence we are causing environmental

damage, I have no problem with them shutting it down. I just don't think there is damage happening," he adds.

Plans for this visit are in the works, according to Herriot, who says he's eager to visit the site, talk to Lions Club members, and have an ecologist look more closely at the situation. Herriot says that he wants to see a solution that works for both the ATV riders and the province's watersheds.

"There has to be some kind of a solution to this. We sell 6,000 to 8,000 new recreation vehicles a year in Saskatchewan. . . . The Saskatchewan ATV Association says we need designated ATV trails, and for sure, we do. There are some already, perhaps we need more. But if we do that, then the trails have to be where riders go, and not through the rest of Saskatchewan crown land. There has to be some way to foster a cultural shift," he says. "Every jurisdiction in North America is dealing with the issue, and I don't know if one that has got the answer, but I know many places are much further along than Saskatchewan at least beginning the public dialogue and admitting it's an issue and things happen when we allow unregulated ATV use on crown lands. . . . Enforcement is not enough, that particular piece of legislation is not being enforced, and at the very least, licensing could be more important than regulation. We need a commitment to work with the ATV people to come up with a solution that works for them and still protects waterways."

Hildebrandt says that ATV users in Saskatchewan are encouraged, and for the most part, respect for the environment is practiced and wanted in the ATV community.

"It's something we encourage, and it is fun to be out there, so that's what we want people to do, but at the same time, respect that other people are using different areas as well, and they want to be kept in the natural state. If people are looking just to drive around in an area, there's no issues with that at all. There's a big difference between driving down the trail, and doing donuts and going in the mud," Hildebrandt says.

He agrees that the province could benefit from more specially designated ATV-use areas where that sort of riding is allowed.

The Wawota Lions Club

says that until something like that exists, there's no solution to the issue. And they are not in a position to take on something like that themselves.

"The first thing you need if you wanted to make an area like that is a quarter section of land, and they are going for \$200,000 apiece right now. That kind of defeats the purpose (of raising money), so no, I don't think that's a reasonable solution," Engle says. "The only way I can see it being resolved such as both parties are happy is if the ecologists or ministry come out and actually take a better look at it, and decide that we aren't doing any permanent damage, but I'm not holding my breath on that."

The Lions Club is now in the process of discussing alternatives to the popular event. The Derby attracts guests from all over the region, and some riders travel from as far as Lethbridge, Kindersley, Winnipeg, and beyond to attend the Derby. They say the economic benefit for the community is huge—along with the funds the Lions raise and put back into the community, other organizations also get a piece of the pie. This year, the Daycare put on a pulled pork supper and raised money that way, the rink board hosted the breakfast, and the skating club made money for their organization by washing quads after the derby. That is in addition to the money visitors spend on the gas stations, restaurants, hotels, and local businesses in Wawota. Engle and Bourgon feel that there's very few alternatives that will have such a large economic impact for the community.

"We're talking between what the Lions Club makes and what other groups make—money that goes to good causes that we do not to every year—and it's just money gone," Engle says. "The big concern is the \$20,000 we make is not being recycled through the community—this is money we get from outside of the community, so we're not just selling raffle tickets to the same people over and over again, so that is the attraction of it."

Herriot says he sees the value in the funds raised for the community, but that this alone shouldn't justify causing environmental damage, if that is what is happening.

"I don't know them personally, or what other alternatives they have. I think if they listen to the conservation officers and decide to not have this, that the Lions Club will find alternatives, just like every other community does. There are many communities and Lions clubs out there, and they find other ways to raise money," he says.

The Lions Club says they will continue to fight the decision and encourage the Ministry of Environment to do tests to prove there is environmental damage. In the meantime, the Club says they are open to any suggestions for new ideas to bring in money for the community of Wawota.

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# Mosaic working on \$1.7 billion project at Esterhazy site

BY JULIA DIMA

Recently, Mosaic held an open house to discuss the next step in their continued expansion of the Mosaic K3 potash mine just east of Esterhazy. In March, Mosaic announced an expansion of \$1.7 billion. This is in continuation of the \$1.5 billion investment they announced in 2009 to expand the K3 and K2 sites to bring the mine to its full production capacity of 21 million tonnes of ore a year.

The expansion has a number of parts, including the sinking of a third production shaft, which is ongoing, construction of a new headframe, and developing a conveyance system for bringing the raw ore from K3, which is the mining operation to K2, the milling operation, to be processed.

The recent open house was hosted to answer questions about the newest, part of the expansion, the conveyance system that will transport ore from K3 to K2. Initially, the plan was to use trucking to transport the ore the 11 kilometre distance between sites. However, those plans were changed to instead construct an above-ground enclosed conveyance system that will carry the ore.

"It's because of tonnage rates. When we looked at how much we could truck versus how much could be put onto a conveyor, that was more economical in the long term," says Jessica Theriault, director of environmental affairs with Mosaic Company.

The conveyance system will be 11 kilometres long, and be entirely above ground, except where it intersects with RM roads—of which there will be five on the path—and Highway 22 near the K2 entrance.

"It's on a road bed, and goes underneath all of the roads, so that your grid roads all stay open, so that is the only place you won't actually see it. It will work like a conveyor underground, but be on the surface and enclosed," Theriault says.

Along the conveyance system, there will be culverts constructed to keep water flowing so that the farmland around the conveyance system is not flooded. Theriault says that throughout the course of the open house, questions about flood mitigation were common to hear.

"There's been talk about the culverts to ensure we don't inhibit water flow, because obviously with the last couple of years, with having some extreme storm events, that was a number one priority, to keep water flowing," she says.

Where the conveyor intersects with grid roads, it will gradually be lowered to go underneath the grid road, which will be slightly elevated after the conveyor is built beneath it. Through the process of looking at environmental impacts, Theriault says one aspect of the process was to ensure that animals are not impacted by the change.

"We'll have (two) wildlife crossings along the route, so wildlife can continue getting from one side to the other. One is underneath, like a culvert system to allow smaller mammals to go underneath the roadbed, and for the larger animals, at all grid road crossings, we are building it out on one side and grassing that to allow animals to pass along the grid road, and also having one man-made wildlife crossing in the middle of a field—that will be for cattle to go over," Theriault explains. "All wildlife crossings, and all of environmental mitigation is all part of project approvals through the Ministry of Environment."

Where the conveyor has to cross Highway 22 to get to

the K2 site, it will also go beneath the highway. That will be just before the entrance to the K2 site.

"Even though it will go underneath highway, (the highway) will be raised a little bit. We have been in contact with Saskatchewan Highways to ensure they are all in approval of this, but it will go underneath the highway, and there will be a slight gradual bump as the conveyor goes underneath. It's all engineered design with approval from highways," Theriault says.

"We'll construct a purpose-built bypass road right along Highway 22," adds Paul McMillen, director of capital projects with Mosaic. "So we'll build a road right beside 22, cut out 22, build the conveyor through there, finish 22, and cut out our purpose built road and lay the rest down. It will be essentially in the ditch of highway 22, on the south side."

The first part of constructing the conveyance system is to build a purpose built road where the conveyor will run, about 800 metres south of Highway 22. Construction for the first phase is expected to start this summer.

At this point, Theriault says that there have not been complaints about Mosaic's plans for the conveyor, even at the open house.

"We are so lucky that we have great support not only from the surrounding towns but the surrounding RMs, residents, and employees. When we go to get support, we've done our homework to think about what concerns they might have, but we have supportive neighbors. We listen to landowner concerns, and work with them regardless of the project we are doing," she says.

The open house was busy, with the most common questions being about the appearance of the conveyance system, and when construction will get started.



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# Lower prices impacting local oil activity

BY JULIA DIMA

Oil prices saw a moderate boost over the past few weeks, but the low prices are still having an impact on activity in the Bakken oilfield. Prices dipped as low as \$48 a barrel and are now hovering in the \$60 range for Western Canada Select.

Whether that price will return to more comfortable prices in the \$100 range in the near future is unclear to oil companies.

"It is looking better already with the price of oil up around \$60 now," says Mike Smith with CanElson Drilling in Carlyle. "The oil companies just might need to get used to that being the new normal—\$60 oil. I think it won't be as busy, but it will be livable."

Smith says the low prices have changed the way that they have been drilling. CanElson drills for Crescent Point Energy. Right now, they have 13 rigs in Southeast Saskatchewan, and throughout the winter, only seven to eight drills were running. The decrease is a combination of the oil prices as well as wet weather that prevents drilling companies from moving rigs.

"The wet weather brings more costs—in previous years, when the price of oil was up around \$100 a barrel, we could get rain and the oil companies would carry on paying for rig moves because of the oil price being higher. With oil at \$60, they will not deal with mud," Smith says.

Prices have impacted the atmosphere of the industry, and Smith says, especially in the service companies, there is more com-

petition than there used to be.

"There is more competition for myself and other service companies," Smith says. "Some companies have done layoffs, we haven't laid off anybody as of yet. We dropped our wages—the Board of Directors, and executives like myself stepped up to the plate first and took a 20 per cent pay cut and then it trickled down through the rest of the company—not everyone took as high a cut, because some can't take as big a cut."

Despite decreased activity in drilling and wage cuts, Smith says the industry is sustainable, and he sees the downturn as temporary, albeit, a longer temporary downturn than the industry has seen in the past.

"I am optimistic. I've been doing this since I was 15, and we've seen downturns before, and it will come back, I believe," he says.

For Tundra Oil and Gas in Manitoba, annual drilling plans have been scaled back in response to the prices.

"We'll be doing some drilling, but we'll be doing less than we had originally planned for the year. There's less cash flow in, less to invest, and certain projects in this price environment don't meet our hurdle rates in terms of the kinds of returns we need," says Tundra Oil and Gas CEO Ken Neufeld.

In some ways, Neufeld says, the economic downturn has a positive impact for Tundra.

"This low price environment has actually given us the opportunity to conclude a couple of acquisitions and do our business that way. When oil prices are high, we're generally not competitive on acquisitions and that is because we expect a different rate of return than perhaps some of the public companies," he says. "And we wouldn't engage in those deals if we didn't believe the problem would improve long term."

Neufeld says there have been no layoffs at Tundra, and he feels the industry is sustainable, but that may change if the downturn lasts for a significantly long period of time.

"If the price stays here for long enough, some other costs will have to come down—when there's a lot of activity, it might be hard to get labour and you're willing to pay more for supplies and service because the economy is there. In this economy, I think if we stay at \$55 to \$60 oil, we would see that our input costs would have to come down," he says.

Crescent Point Energy, based out of Calgary, is one of the biggest players in the Southeast Saskatchewan market, and are feeling more optimistic than other companies, because of an active hedging program designed to ensure a profit even in an economic downturn.

"That was essentially built to enable us to help protect our capital program and our dividends through downturns," says Chris Bruggencate, VP of Engineering East

for Crescent Point. "It's something we've planned out and done through the entire history of the company is maintain that hedging program, such that we don't have to shut down when oil drops the way it has."

"We believe that times like these are when we can make some of the most money ever because other companies may not have protected themselves the way we have, and are forced to sell assets," he adds.

That is not to say that Crescent Point has gone untouched through the downturn. Bruggencate says that there is less drilling than they had originally planned for the year, and the company is taking a 'steady as she goes' approach to drilling, and watching their production costs closer. But, they will keep drilling throughout the downturn in Southeast Saskatchewan and Southwest Manitoba, where they have around 80 per cent of their production.

He says Crescent Point will be sustainable throughout the downturn, but overall, this may be a wake-up call to the industry which has seen unfettered growth until now.

"There will be some companies that don't make it through on both the supply side and the producing side, but in some ways, it's a bit of a shake up that maybe makes us better business people anyway, and we may end up a little bit healthier in a couple of years as a result," he says. "At least that is the hope."



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## In Saskatchewan alone:

# Bakken estimated to contain 1.4 billion barrels

The Bakken shale formation in southeast Saskatchewan is estimated to hold 1.4 billion barrels of marketable crude oil and 2.9 trillion cubic feet of natural gas, Canada's National Energy Board said in a report released in April.

Crude has been produced from conventional reservoirs in Saskatchewan since the mid-1950s, but over the past decade the oil industry has shifted toward unlocking shale oil and gas us-

ing unconventional horizontal drilling and multi-stage fracking techniques. The joint assessment by the NEB, the Canadian oil and gas industry regulator, and Saskatchewan's ministry of economy is one of the first attempts to assess the potential of the Bakken play in Saskatchewan.

"This is something we are starting to do because they (unconventional oil reserves) are becoming much more of a

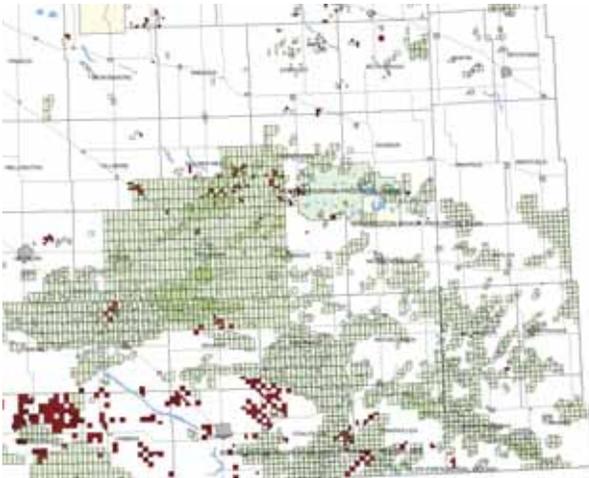
market force," said NEB spokesman Stacey Squires. The huge Bakken formation spreads across North Dakota and Montana, and spans the U.S.-Canada border into Saskatchewan and Manitoba. So far the bulk of development has centered on North Dakota, the No. 2 U.S. oil producing state, which has 5.67 billion barrels of proved reserves and produced 1.2 million barrels per day in February. While Saskatchewan's estimated shale resources pale in comparison to those of its prolific neighbor, they are a significant addition to the province's estimated 6.5 billion barrels of conventional light

and heavy oil reserves.

Companies already active in the Canadian Bakken include TORC Oil and Gas Ltd, which in April struck a deal to buy \$430 million (\$355 million) of Surge Energy Inc assets in the Canadian Bakken.

According to the U.S. Energy Information Administration, Canada has an estimated 173.11 billion barrels of proved crude resources, including Alberta's oil sands, the world's third-largest crude reserves, behind only Venezuela and Saudi Arabia.

Total Canadian natural gas reserves are estimated at 68.17 trillion cubic feet.



This map shows the location of oil and gas fields in southeast Saskatchewan. Some companies continue to drill in Saskatchewan despite the lower oil price.

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# Sask mining industry facts

• Saskatchewan is a leader in the Canadian and global mining scene. In 2013, it continued to be the world's largest producer and exporter of potash, supplying almost 30 per cent of the world's supply and the second leading uranium producer, providing almost 16 per cent of the world's supply.

• High-quality, economically mineable deposits of both potash and uranium are currently produced in relatively few jurisdictions in the world. Canada, Russia and Belarus together account for just over two-thirds of global potash production, and Kazakhstan, Canada and Australia produce two-thirds of the world's uranium.

• Saskatchewan has the largest high grade reserves in the world for both potash and uranium.

• Saskatchewan hosts almost half of world potash reserves and eight per cent of the world's known recoverable uranium reserves.

• Canada's mineral production was valued at a robust \$44 billion in 2013. Potash, coal and iron ore were the leading commodities by value of production.

• Saskatchewan was Canada's third leading mining jurisdiction in 2013, with mineral production valued at \$7.2 billion.

• Mining companies operating in Saskatchewan produced 16.4 per cent of Canada's total mineral production value in 2013.

• Potash was Canada's leading mineral by value of mineral production in 2013 at \$6.1 billion.

• Saskatchewan produces over 90 per cent of Canadian potash production with one additional potash mine in New Brunswick.

• In 2013, 15.8 M tonnes of potash (KCl) was produced from 10 potash mines in Saskatchewan, including eight conventional underground mines and two solution mines. PotashCorp owns and operates five mines (Rocanville, Allan, Lanigan, Cory and Patience Lake). The Mosaic Company owns and operates four mines (Esterhazy K1 & K2, Colonsay and Belle Plaine) and Agrium owns and operates one mine (Vanscoy).

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# Scissors Creek shaft sinking near completion

BY JULIA DIMA

PotashCorp Rocanville is continuing work on an expansion that has been ongoing since 2008 to increase their nameplate capacity from 2.6 million tonnes of potash ore to 5.7 million.

The most extensive part of the expansion to date has been the sinking of a service shaft 20 kilometres away from PotashCorp Rocanville at Scissors Creek. That shaft will bring the workforce and materials underground, while the current service shaft located at the original PotashCorp Rocanville site will be converted into a second production shaft to bring the ore to the surface.

While the hope was to have the shaft sinking completed by the end of 2014, it is just now nearing its final stage, with less than 10 metres to go for the shaft to reach its full one kilometre depth.

The delay, according to PotashCorp Rocanville General Manager Iain Guille, is not a major setback, and happened to ensure safety in the final, and most delicate, part of the shaft-sinking process.

"We've had delays of a few weeks, because it's always best to take a prudent approach. So, there's some remediation we've had to do further up in the shaft, but we believe it's the best thing to do now so we don't have to come back and revisit it at a later stage," Guille says. "The final stage before breakthrough is a stage we call 'dry and secure,' and we had to go back and remediate some drainage plugs, but it's several hundred drainage plugs.

"As we get closer to breaking through, obviously we slow down a little bit, and take a bit more care, just as a precaution before we get through. In terms of delays, we're still expected to be completed in the next two or three weeks," he adds.

Once the shaft sinking is completed, the underground work has to be completed as well. Guille says construction below the surface is underway, and will continue through 2015.

"There is still a fair amount of activity, concentrating on new conveyor belting systems being installed and our crushers are up and running—however, we have surge bin facilities that we need to fully commission. We have five units there, and we have the first one up and running, so that's all checked out," Guille adds.

After the underground work is completed, the transition from the current service shaft to the new service shaft at Scissors Creek will begin.

"The next important phase is once we break through, to gear up the new hoist and conveyance system, because that will be taking the workforce and materials down at a later stage. Once we get that up and running, we can do the transition work on our existing service hoist, and we'll turn that over into the second production facility," Guille says. "That will take us through to roughly the end of the year. So depending on the winter ahead, we should be up and running with that second production hoist and feeding into our new mill facility close to the end of the year or maybe into early next year."

The current service shaft at the PotashCorp Rocanville site has a headframe—designed for the service shaft—which will be decommissioned. In preparation for converting that service shaft into a production shaft, a new production headframe was constructed above the older headframe. One of the final parts of the turnover will be removing the current headframe. That construction work will require a large job being done in a confined and elevated space.

"There's a significant amount of planning that's gone into that to ensure that everything moves ahead safely and efficiently," Guille says.

Despite the delays in the service shaft sinking at Scis-



The new service shaft at Scissors Creek in the earlier days of construction.

sors Creek, Guille says the project is still on budget.

"Thankfully there have been no show stoppers so (the delays) haven't required a significant increase in the capital, so that's pretty much on track," he says.

Last year, there was some worry that staffing could be a concern. By construction completion, PotashCorp Rocanville will be employing 100 new permanent staff. They had started to fill those positions when the PotashCorp mines in Lanigan and Cory were forced to lay off 440 employees. PotashCorp Rocanville was able to hire a number of those laid off, however, late last year, Lanigan was able to call back a number of employees, and many who were hired in Rocanville returned home.

The biggest concern is hiring tradespeople, but Guille says he is hopeful a downturn in the oil industry will result in skilled employees coming to PotashCorp. They have currently filled 50 of the 100 positions needed.

"The issue around tradespeople is still a challenge. However, with the turn down in the oil patch, there's more activity and more resumes and interest coming through, so hopefully that is a situation that will improve going forward," Guille says. "We need them all in place, I would say, probably by the end of the third quarter this year, so we are well on track for that."

Overall, Guille says he is looking forward to seeing the project continue and get closer to completion, and he has

a positive outlook for potash mining in Rocanville for the future.

"Everything is pretty much on track other than the few minor delays on the shaft sinking, so I am looking forward to the end of the year, and starting up the new facility," Guille says.



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# - 2015 Mining, Energy & Manufacturing -

## Mining has huge impact on Sask. economy

Mining is Saskatchewan's third largest industry and a significant contributor to the provincial economy, spending over \$3 billion annually on wages, goods and services, and generating over \$1 billion annually to the provincial government revenue through royalties and taxes.

Mining has been identified as one of the key growth sectors for the Saskatchewan economy.

In 2012 the mineral industry in Saskatchewan contributed \$860 million to the provincial and federal governments direct-

ly in royalties and taxes. This does not include the personal income taxes of employees or taxes collected by municipalities.

In 2008, mining accounted for \$7.7 billion in GDP or 12 per cent of the total provincial economy.

From 2008 to 2028, the Saskatchewan mineral industry will invest over \$50 billion in expansions and new mines. This translates to new investments of \$6 million a day. During this period, mining will generate a further \$28 billion in provincial revenues or \$1.4 billion per year, for a total of over \$50 billion

and mining will contribute an additional \$9.5 billion per year to provincial GDP.

The mining industry creates direct and indirect employment for about 30,500 people in the province which translates into six per cent of total employment or almost one in every 16 jobs. A large percentage of these people live and work in rural or northern Saskatchewan. The average weekly salary of an employee in the mining industry is almost twice that of the average weekly salary of Saskatchewan residents.



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3.6L, leather, loaded, camera, 7-pass, 32kms, white.....was \$27,995...**SALE \$26,995**

#### 2013 Hyundai Sonata GLS

All pwr opts, sunroof, htd seats, rmt start, 88kms, silver.....was \$16,995...**SALE \$15,995**

#### 2013 Dodge Journey R/T AWD

3.6L, leather, loaded, camera, 5-pass, 65kms, copper.....was \$24,995...**SALE \$23,995**

#### 2013 Chrysler 300 Touring

Fully loaded, leather roof, BU Cam, 15kms, silver.....was \$29,995...**SALE \$25,995**

#### 2013 Chrysler 200 LX

2.4L, 4 Cyl, al/cr, pdl, pw, 42kms, cashmere.....was \$14,995...**SALE \$13,995**

#### 2012 Dodge Journey R/T AWD

3.6L V6, auto, leather, htd seats, nav, 60kms, copper.....was \$23,995...**SALE \$21,995**

#### 2012 Dodge Journey R/T AWD

3.6L V6, auto, leather, htd seats, loaded, 133kms, black.....was \$19,995...**SALE \$16,995**

#### 2011 Dodge Journey Crew

3.6L, pwr opts, cloth, 7-pass, rear airheat, 92kms, white.....was \$18,995...**SALE \$17,995**

#### 2011 Dodge Journey Crew

3.6L, auto, al/cr, pdl, pwr, pwr htd seat, 88kms, black.....was \$19,995...**SALE \$15,995**

#### 2010 Dodge Challenger SRT8

6.1L, loaded, leather, 8,000 kms, silver.....was \$35,995...**SALE \$32,995**

#### 2010 Dodge Journey SE

2.4L, 4 cyl, al/cr, pdl, pw, 66kms, red.....was \$13,995...**SALE \$12,995**

#### 2009 Dodge Journey SXT

V6, al/cr, pw, pdl, auto, 138kms, red.....was \$10,995...**SALE \$9,995**

#### 2009 Kia Magentis SX

Leather, loaded, sunroof, remote start, 138kms, white.....was \$10,995...**SALE \$7,995**

#### 2008 Buick Allure CXL

Leather, loaded, pwr opts, 142kms, black.....was \$9,995...**SALE \$8,995**

#### 2005 Dodge Neon SX 2.0

Auto, al/cr, pw, pdl, one owner, 140kms, blue.....was \$5,995...**SALE \$4,995**

### TRUCKS

#### 2014 Dodge Ram 1500 Laramie Crew Cab

5.7L, leather, loaded, all pwr opts, 39kms, white.....was \$45,995...**SALE \$44,995**

#### 2014 Dodge Ram 1500 Sport Crew Cab 4x4

5.7L, pwr options, buckets, 20 rims, 59kms, red.....was \$39,995...**SALE \$37,995**

#### 2013 Dodge Ram 2500 SLT Crew Cab 4x4

6.7L, pwr options, remote start, pwr seat, 32kms, red.....was \$49,995...**SALE \$48,995**

#### 2013 Dodge Ram 2500 Laramie Mega Cab

6.7L, leather, loaded, pwr opts, 4x4, 128kms, silver.....was \$49,995...**SALE \$48,995**

#### 2013 Dodge Ram 1500 Longhorn 1500 Crew Cab

5.7L, leather, loaded, well accessorized, 50kms, pearl.....was \$43,995...**SALE \$42,995**

#### 2013 Dodge Ram 1500 SLT Crew Cab 4x4

5.7L, pwr opts, bench, rmt start, only 6,800kms, brown.....was \$34,995...**SALE \$33,995**

#### 2012 Ford F-150 Platinum Crew Cab

EcoBoost, leather, loaded, exc. condition, 95kms, white.....was \$39,995...**SALE \$38,995**

#### 2012 Dodge Ram 1500 Laramie Crew Cab

5.7L, leather, heated/cooled seats, 105kms.....was \$32,995...**SALE \$29,995**

#### 2012 Dodge Ram 1500 Reg. Cab 4x4 SLT

5.7L auto, al/cr, pdl, pw, bench seat, 95kms, white.....was \$23,995...**SALE \$20,995**

#### 2011 Chevrolet Silverado LT 2500 Crew Cab 4X4

6.6L, Duramax, al/cr, pdl, pw, pwr seat, 140kms, Black.....was \$37,995...**SALE \$36,995**

#### 2011 Dodge Ram 1500 SLT Crew Cab 4X4

5.7L, pwr bench seat, cloth, remote start, 73kms, granite.....was \$25,995...**SALE \$24,995**

#### 2011 Dodge Ram 1500 Sport Quad Cab 4x4

5.7L, leather, heated/cooled seats, 98kms, grey.....was \$25,995...**SALE \$24,995**

#### 2011 Ford F-150 XTR Crew Cab 4x4

5.0L V8, pwr opts, cloth, pwr seat, 89kms, blue.....was \$25,995...**SALE \$24,995**

#### 2011 Chevrolet Silverado LTZ 1500 Crew Cab

5.3L, auto, leather, loaded, pwr opts, 152kms, black.....was \$23,995...**SALE \$20,995**

#### 2011 Dodge Ram 1500 SXT Quad Cab 4x4

5.7L, cloth, pw, pdl, al/cr, 142kms, green.....was \$19,995...**SALE \$18,995**

#### 2011 GMC Sierra SLE Ext. Cab 4x4

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#### 2010 Chevrolet Avalanche LTZ

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#### 2009 Dodge Ram 2500 SLT Quad Cab 4x4

6.7L Cummins, auto, pw, pdl, 168kms, khaki.....was \$24,995...**SALE \$23,995**

#### 2007 Dodge Ram 2500 SLT Quad Cab 4x4

6.7L, Cummins, pwr opts, al/cr, auto, 217kms, red.....was \$22,995...**SALE \$19,995**

### SUVS

#### 2014 Jeep Grand Cherokee Limited 4x4

3.6L, V6, leather, loaded, htd seats, 1,000kms, cashmere.....was \$55,000...**SALE \$49,995**

#### 2014 Jeep Cherokee Sport 4x4

2.4L, back up cam, htd seats, Sirius XM, new, black.....was \$29,500...**SALE \$27,995**

#### 2013 GMC Terrain SLE AWD

2.4L, 4 cyl, back up camera, pwr opts, 62kms, white.....was \$24,995...**SALE \$22,995**

#### 2013 GMC Acadia SLE AWD

3.6L, auto, pwr opts, al/cr, 32kms, sandstone.....was \$29,995...**SALE \$28,995**

#### 2011 Dodge Durango Citadel AWD

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#### 2011 Jeep Grand Cherokee Laredo

3.6L, al/cr, pw, pdl, pwr opts, 195kms, white.....was \$20,995...**SALE \$18,995**

#### 2011 Ford Explorer

V6, leather, loaded, htd seats, rmt start, 98kms, white.....was \$27,995...**SALE \$24,995**

#### 2009 Jeep Compass 4x4 North

2.4L, 4 cyl, auto, al/cr, pwr opts, 185kms, sandstone.....was \$11,995...**SALE \$8,995**

### SUPER VANS

#### 2013 Dodge Grand Caravan SXT Plus

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#### 2012 Dodge Grand Caravan Crew Plus

3.6L, all pwr opts, leather, loaded, 94kms, silver.....was \$23,995...**SALE \$22,995**

#### 2012 Dodge Grand Caravan Crew Plus

3.6L, all pwr opts, leather, loaded, 73kms, silver.....was \$23,995...**SALE \$22,995**

#### 2010 Dodge Grand Caravan SE

3.3L, auto, al/cr, pdl, pw, pwr seat, 105kms, black.....was \$14,900...**SALE \$12,995**

#### 2010 Dodge Grand Caravan SE

3.3L, auto, al/cr, pdl, pw, pwr seat, red.....was \$14,995...**SALE \$12,995**

#### 2008 Dodge Grand Caravan SXT

3.8L, auto, all pwr opts, 250kms, sandstone.....was \$5,995...**SALE \$4,995**

#### 2005 Pontiac Montana SV6 EXT

V6, auto, all pwr opts, 183kms, white.....was \$5,995...**SALE \$4,995**

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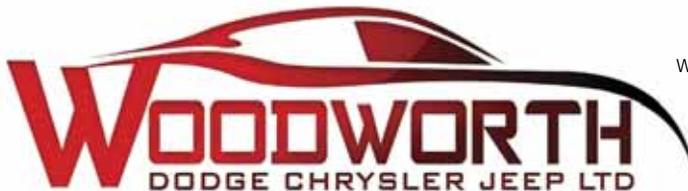
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# Sheldon Kennedy receives Order of Manitoba

BY JULIA DIMA

For over a decade, Sheldon Kennedy has been taking the trauma of his own past and using it as a way to advocate for kids everywhere.

Kennedy played professional hockey for the Detroit Red Wings, Calgary Flames, Boston Bruins, and Manitoba Moose, as well for Team Canada in the World Juniors in 1988. Before this, while playing in the WHL with the Swift Current Broncos between 1984 and 1990, Kennedy was sexually abused by his coach, Graham James over 350 times. In 1996, he came forward with his allegations of the abuse, and James pleaded guilty.

Other victims came forward then, and later, ex-NHL player Theo Fleury detailed his abuse at the hands of James while playing for the Moose Jaw Warriors in his au-

tobiography. There were other victims, Todd Holt, Greg Gilhooley, and another unnamed victim.

Kennedy's decision to come forward opened the floodgate for other survivors to come forward, but it also opened the floodgate on discussion of child sexual abuse. Kennedy struggled for years with substance abuse and depression.

After seeking treatment, Kennedy began his long road to healing, and wrote his story, *Why I Didn't Say Anything*, outlining his experience of surviving child sexual abuse.

All along his journey, Kennedy has been fighting for other survivors. In 1998, he raised \$1 million for the Canadian Red Cross abuse prevention program, and has been pivotal in helping found abuse prevention programs in Calgary, where he now lives.

Kennedy is the co-founder of the Respect Group Inc. in Calgary which offers online resources to prevent abuse and bullying in sports, and created the online 'Respect in Sport' program for coaches and parents to help prevent harassment in minor sports.

In 2013, Kennedy also helped found the Sheldon Kennedy Child Advocacy Centre in Calgary, which does all the child abuse investigations in Calgary, and provides all the services to the children and families impacted by child sexual abuse. The Calgary Police child abuse unit, RCMP, forensic child and family social workers, psychiatrists and psychologists all work together at the centre to provide holistic care to families facing this trauma. There are roughly 150 investigations a month at the centre, according to Kennedy.

Continued on page 23



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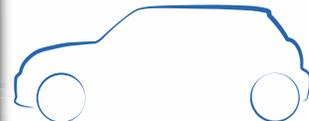
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128,453 kms, White

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STOCK# 9634  
55,134 kms, Silver

**2011 Chevrolet Impala LT**  
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85,156 kms, Red

## UNDER \$15,000

**2011 Chevrolet Impala LT**  
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**2006 Chevrolet Silverado K1500**  
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158,754 kms, Beige/Tan

**2011 Chevrolet Cruze LT**  
STOCK# 3611A  
94,782 kms, Silver

**2008 Jeep Liberty Sport**  
STOCK# 9626A  
84,418 kms, Gold

**2011 Chevrolet Cruze LT**  
15108B  
87,897 kms, Silver

**2010 Chevrolet Equinox FWD LT**  
STOCK# 9632  
95,917 kms, Brown

**2004 Chevrolet Avalanche 1500 4WD**  
STOCK# 14447C  
159,627 kms, Silver

**2007 Pontiac Torrent AWD**  
STOCK# 3614A  
120,263 kms, White

**2010 Jeep Compass**  
STOCK# 9627A  
86,763 kms, Green

**2013 Chevrolet Cruze LT**  
STOCK# 15075A  
52,687 kms, Grey

**2011 Chevrolet Cruze Eco**  
STOCK# 15273A  
85,562 kms, Gold

**2013 Chevrolet Sonic LT**  
STOCK# 14033A  
5-Door, Auto, 19,700 kms, Black

**2011 Buick Lacrosse CXL**  
STOCK# 14362A  
101,974 kms, Brown

**2012 Honda Civic**  
STOCK# 15423A  
41,211 kms, Red

**2008 GMC Acadia SLT-1**  
STOCK# 15246A  
151,944 kms, Blue

**2012 Chevrolet Cruze Eco**  
STOCK# 14196A  
49,296 kms, Blue

**2011 Buick Lucerne CXL**  
STOCK# 14074A  
131,027 kms, White

**2008 Honda Ridgeline RTL**  
STOCK# 15195A  
177,916 kms, White

**2008 GMC Sierra K1500**  
STOCK# 14583A  
140,630 kms, Red

**2013 Dodge Dart**  
STOCK# 9630A  
53,260 kms, Black

## UNDER \$20,000

**2010 GMC Terrain SLE**  
STOCK# 15352A  
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**2012 Volkswagen Jetta Sedan TDI**  
STOCK# 3615A  
135,529 kms, Brown

**2013 Hyundai Elantra GT**  
STOCK# 15310A  
43,027 kms, Blue

**2014 Chevrolet Cruze LT**  
STOCK# 3609  
17,580 kms, White

**2012 Mazda 5 Grand Touring**  
STOCK# 14536B  
37,359 kms, Silver

**2014 Chevrolet Cruze LT**  
STOCK# 3618  
20,876 kms, Black

**2009 Chevrolet Silverado 2500 EXT**  
STOCK# 15109A  
180,055 kms, Grey

**2008 Ford F-250 Super Duty Lariat**  
STOCK# 15222B  
159,670 kms, White

**2010 GMC Acadia AWD**  
STOCK# 15240A  
128,264 kms, Gold

**2011 Jeep Wrangler Sport**  
STOCK# 15395A  
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**2009 Chevrolet Silverado K1500**  
STOCK# 15375C  
147,380 kms, Grey

**2012 Ford F-250 Super Duty XLT**  
STOCK# 15254B  
168,536 kms, White

**2011 Chevrolet Silverado K1500 LT**  
STOCK# 15201A  
122,289 kms, Silver

**2012 Chevrolet Silverado K1500 LS**  
STOCK# 15404A  
112,786 kms, Brown

**2012 Chevrolet Traverse LS**  
STOCK# 15253B  
80,338 kms, Silver

**2012 Kia Sorento EX**  
STOCK# 15241A  
V6, 100,347 kms, Black

## UNDER \$25,000

**2011 Chevrolet Equinox LT AWD**  
STOCK# 15346A  
85,265 kms, Grey

**2009 Chevrolet Silverado K1500**  
STOCK# 15408A  
116,308 kms, Silver

**2011 Chevrolet Silverado K1500 LTZ**  
STOCK# 14380A  
172,349 kms, Green

**2010 GMC Sierra K1500 SLE**  
STOCK# 15445A  
119,635 kms, Silver

**2013 Chevrolet Malibu LTZ**  
STOCK# 15139A  
34,909 kms, Blue

**2012 Dodge Journey RT AWD**  
STOCK# 9618A  
64,301 kms, Grey

**2012 GMC Terrain SLE2**  
STOCK# 15465A  
79,753 kms, Gold

**2013 GMC Terrain SLE**  
STOCK# 15421A  
48,249 kms, Grey

**2014 Chevrolet Trax 1LT AWD**  
STOCK# 15283A  
12,562 kms, Black

**2011 GMC Acadia SLT**  
STOCK# 15209A  
113,595 kms, White

**2011 Chevrolet Equinox LTZ**  
STOCK# 14408B  
67,485 kms, Black

**2010 Ford F-150 FX4**  
STOCK# 15439A  
116,948 kms, Black

**2012 GMC Terrain SLT**  
STOCK# 15335A 66,584 kms, Blue

**2015 Chevrolet Malibu LT**  
STOCK# 3620  
5,393 kms, Burgundy

**2015 Chevrolet Malibu LT**  
STOCK# 3621  
7,513 kms, Burgundy

**2011 GMC Sierra K1500 SLE**  
STOCK# 15294A  
69,449 kms, Red

**2015 Chevrolet Cruze 2LT**  
STOCK# 15044A  
1,085 kms, Black

**2012 Chevrolet Silverado K1500 LS**  
STOCK# 15276A  
90,500 kms, White

**2012 Chevrolet Traverse LT**  
STOCK# 15146A  
62,960 kms

**2012 Chevrolet Silverado K1500 LT**  
STOCK# 15222D  
81,047 kms, Brown

**2012 Workhorse Cougar SQB X Lite**  
STOCK# 15236E  
White

**2014 Hyundai Santa Fe Sport**  
STOCK# 9642  
14,198 kms, Silver

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STOCK# 9640  
15,009 kms, Blue

## UNDER \$30,000

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STOCK# 15422A  
75,661 kms, Brown

**2011 Cadillac SRX**  
STOCK# 15492A  
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**2013 Chevrolet Equinox LT AWD**  
STOCK# 15235A  
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STOCK# 15359A  
53,888 kms, Green

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99,585 kms, White

**2010 GMC Sierra K1500 SLT**  
STOCK# 15429A  
103,899 kms, Blue

**2012 GMC Sierra K1500 SLE**  
STOCK# 15140A  
42,892 kms, Brown

**2012 GMC Sierra 1500 SLE**  
STOCK# 15342A  
53,179 kms, Brown

**2013 Chevrolet Silverado K1500 LT**  
STOCK# 15387A  
19,322 kms, Silver

**2011 Dodge RAM 1500 SLT**  
STOCK# 15312A  
49,886 kms, White

**2012 GMC Sierra K1500 SLE**  
STOCK# 15087A  
44,791 kms, Black

**2013 Chevrolet Equinox 2LT AWD**  
STOCK# 15356A  
27,347 kms, Red

**2013 Chevrolet Silverado 1500 LT EXT**  
STOCK# 15405A  
47,726 kms, Charcoal

**2013 Kia Sorento SX**  
STOCK# 15116A  
V6, 53,569 kms, Silver

**2011 Chevrolet Silverado 1500 LT**  
STOCK# 15371A  
74,481 kms, Silver

**2011 Chevrolet Avalanche K1500 LT**  
STOCK# 15368A  
91,325 kms, Silver

**2011 Ford F-150 XLT**  
STOCK# 15251B  
65,260 kms, Red

**2013 GMC Sierra Nevada Edition 4WD**  
STOCK# 15363A  
43,647 kms, Blue

**2012 GMC Acadia SLE**  
STOCK# 15447A  
60,004 kms, Black

**2011 GMC Sierra K1500 Denali**  
STOCK# 9622A  
159,815 kms, Black

**2014 Chevrolet Silverado 1500**  
STOCK# 9622A  
34,056 kms, Black

**2013 GMC Sierra 1500 SLE**  
STOCK# 15289A  
42,834 kms, Red

**2013 GMC Sierra SLE**  
STOCK# 15161A  
45,645 kms, Red

**2014 Chevrolet Silverado LTZ 2500HD LTZ**  
STOCK# 15076A  
191,000 kms, White

## UNDER \$40,000

**2011 GMC Sierra K3500 SLE**  
STOCK# 15065A  
150,022 kms, Blue

**2013 Chevrolet Silverado LT 1500 Crew Cab**  
STOCK# 15206A  
55,915 kms, Red

**2014 Chevrolet Camaro 2LT**  
STOCK# 3601 17,105 kms, Silver

**2014 Chevrolet Silverado 1500 1WT**  
STOCK# 15466A  
6,691 kms, White

**2013 GMC Acadia AWD**  
STOCK# 15470A  
62,945 kms, Gold

**2013 GMC SIERRA 2500 SLE**  
STOCK# 9638  
72,005 kms, White

**2013 GMC Sierra Nevada Edition 4WD**  
STOCK# 15374A  
21,102 kms, Silver

**2014 GMC Acadia AWD**  
STOCK# 3616  
34,218 kms, White

**2014 GMC Acadia AWD**  
STOCK# 3602  
39,355 kms, Silver

**2010 Land Rover Range Rover Sport**  
STOCK# 15047B  
137,468 kms, Black

**2011 Chevrolet Silverado 2500HD**  
STOCK# 15376B  
181,998 kms, Black

**2011 Jeep Grand Cherokee Overland**  
STOCK# 15001A  
63,118 kms, Black

**2012 GMC Yukon XL SLT 4X4**  
STOCK# 3610A  
92,727 kms, Silver

**2012 Ford F-250 Super Duty XLT**  
STOCK# 15163A  
110,967 kms, Brown

**2013 GMC SIERRA 1500**  
STOCK# 15384A  
55,255 kms, Black

**2014 GMC Sierra 3500 SLE**  
STOCK# 9637  
38,530 kms, White

**2012 Chevrolet Silverado**  
STOCK# 15163A  
191,000 kms, White

**2013 GMC Yukon 1500 4WD**  
STOCK# 3599A  
77,244 kms, Brown

**2012 Dodge Ram 1500 Laramie**  
STOCK# 15495A  
68,818 kms, Blue/Green

**2014 GMC Sierra 2500HD**  
STOCK# 15163A  
76,344 kms, Silver

## UNDER \$50,000

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STOCK# 15272A  
76,344 kms, Silver

**2011 Chevrolet Silverado K3500 LTZ**  
STOCK# 15459A  
102,512 kms, Black

**2014 GMC Yukon XL 1500 4WD**  
STOCK# 3596  
37,277 kms, White

**2013 Chevrolet Silverado LTZ 2500 Crew**  
STOCK# 15096A  
83,680 kms, Black

**2013 Chevrolet Suburban LTZ 4WD 1500**  
STOCK# 15365A  
87,417 kms, Red

**2011 Chevrolet Silverado 2500HD**  
STOCK# 15364A  
62,494 kms, Red

**2014 Chevrolet Silverado 2500**  
STOCK# 15343A  
94,326 kms, Black

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27,263 kms, Black



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# Sheldon Kennedy receives Order of Manitoba

Continued from page 19

Kennedy is being recognized for his work in child advocacy with the Order of Manitoba.

Kennedy, now living in Calgary, was raised in Elkhorn. His family had a farm near Elkhorn for about 15 years, and while Kennedy moved on to advance his hockey career, his mom, brother, and sister still live in Manitoba, and he says that Elkhorn will always feel like home to him.

"That is where we played all our minor hockey, and my mom and dad were very involved in the community. My mom was very involved in figure skating because of course my sister was a professional figure skater. I remember back in the day, dad was on the rink board when they brought in artificial ice, and that was a big deal," Kennedy recalls. "It's interesting. I've always kind of battled in my head, is Alberta home for me now or is it back there? I think the place you grow up in is always what one calls home, and I still call it home. I haven't gotten back as much as I want to because life is back, but I like to go back and visit my sister and mom as often as I can, and visit friends."

Kennedy, along with 12 other Manitobans will be invested into the Order of Manitoba. Last year, Kennedy also received the Order of Canada. Being recognized this way is something Kennedy never imagined would happen.

"I think it's an honor, it's a place I never thought I'd end up in my life, especially the way my life was portrayed in the newspapers and the way that I lived it because of what happened to me. I never thought I would see the day when the issues that I represent—child abuse, child sexual abuse—would be recognized at that level," he says. Kennedy hopes that this sends a positive message to others who are overcoming childhood sexual abuse trauma.



SHeldon KENNEDY

"To me, this award resembles hope, plain and simple. No matter how low one may feel—and I've been there. I

spent most of my life thinking suicide was the only way out. I was more familiar with getting thrown in the back of police cars or spending time in mental health hospitals than I was receiving awards. So, if anything, it resembles hope, and that there is a way out and to get your life back," he says.

Kennedy says that Canada has come a long way in addressing the issues of child sexual abuse. Canada is the only country to include child abuse and family violence under the health portfolio, increasing the discussion about the impact child abuse has on health and development. But, he says, we need to be educating ourselves more and always talking about the issue.

"Our best defense is knowledge. We need to be educated, and 93 per cent of the cases that happen, that come through our centre, the child knows their abuser. In 47 per cent of cases, it's a parent or caregiver. So, stranger danger is no longer . . . I think as individuals, we need to educate ourselves and make ourselves educated on the signs," he says.

Kennedy says he'd also like to see better protocols for addressing trauma and helping kids early.

"I think we need to really pay attention to the impact, and create protocols and practice models that support the impact of trauma. There's enough research that supports the impact of trauma on these kids, and we need to start working at the core of the issue instead of the outer layer of the onion," he says.

At the child advocacy centre, he says that is the goal in helping kids who have survived what he survived.

"Our goal is to stop working on the outer layer of the onion—let's focus on reaching kids early before they end up on our streets, or end up in prison, or end up dead."

The investiture ceremony for the 2015 inductees to the Order of Manitoba will be held on July 9 at the Legislature in Winnipeg.

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Local cadets help the flight instructors pull the glider back to its take-off position after a landing.



Cadet Heinrich Van De Merwe getting ready for takeoff in the glider.

## Local Cadets get a taste of flying

Air cadets in the region spend a lot of time learning about the fundamentals of flight, but on May 31, they had the chance to put those fundamentals to use when they headed to Brandon to fly gliders.

Cadets from the 802 Pipestone and 723 Moose Mountain squadrons excitedly and nervously, in some cases, waited their turn to hop into the glider.

Like a bird, the glider's wings are designed to create a pressure and suction effect below and above the wings to keep the plane in the air. To gain elevation, gliders enter what is called a "thermal" where hot air reflecting off the ground or a building below help lift the aircraft. To get up into the air, and get enough lift to fly, a glider is pulled along by a tow plane which takes off with the glider in tow, then releases the cable. Once in the air, the glider pilot can hand over the controls to the cadet before taking the controls back to land the plane safely in a field. The flights lasted anywhere from five to fifteen minutes, depending on the wind and weather conditions.

Cadets hopping out of the glider had bright smiles on their faces, excited at the feeling of flying. Some had a little bit of stomach sickness from the turbulence, while others gained an increased passion for air cadets and flight. Upon finishing her flight, Pipestone Cadet Marissa Charles told her Captain, Norma Metzger, "Captain Metzger, I think I want to be a glider pilot."

Second Lieutenant Adam Ostanski says reactions like that are what keeps him passionate about instruct-

ing the next generation of cadets in air gliding.



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# \$800,000 donation for Rocanville hall

BY KARA KINNA

The ball that got rolling back in October for a new hall in Rocanville got a major kick forward on May 19 with an \$800,000 donation from PotashCorp, covering one-third of the cost of the project.

PotashCorp made the donation at the Rocanville mine site. Mark Fracchia, the President of PCS Potash, was there to hand over the cheque along with PotashCorp Rocanville general manager Ian Guille.

Steve Fortney, the chair of the committee doing the fundraising for the hall, says the donation represents a major step forward for the project.

"We're extremely impressed," he says. "That's definitely a very large contribution and we will definitely be putting it to good use."

"I think it's very good for the community and I think that with one-third of the hall paid for completely outside of the

community by this generous donation, this is definitely the time to proceed with it."

At their last council meeting, the RM of Rocanville also passed a motion to contribute \$400,000 to the new hall, and, after holding a referendum for town residents, the town of Rocanville may contribute \$400,000 as well. The contributions from the town and RM would make up another third of the cost of the project.

It is estimated that the new hall can be built for \$2.4 million or less.

The remaining one-third of the funding—\$800,000—will come from the community in the form of fundraising.

Mark Fracchia, the President of PCS Potash, says he is pleased to be able to support the new hall.

"We saw the need in the town for a facility that could be used by the town and by nearby communities, and also by our folks for certain events," he says. "We just saw it as a

good fit for what we like to do in our communities, and this is a way of showing our appreciation back to the community."

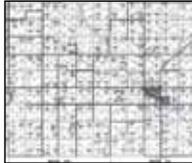
"We don't do donations of this size every day, but we do certainly try to provide support where we think it's appropriate, where it's something we believe in and feel that it's a benefit to the community, and this is one of them."

*Continued on Page 27*



### Rocanville - RM 151

This is an opportunity for 2 different parcels of land. There is the SE 2-17-32 W1 that is currently in hay production, but could easily be returned to grain production. It offers 124 cultivated acres and is fenced. Asking \$239,000. The second quarter is an excellent place to develop an acreage. The views are amazing and it is only 2 miles from Rocanville. Asking \$210,000. Both parcels of land could be purchased together. For more information contact the listing agent.



### Shire Farm - RM 92



Located south west of Moosomin, this package of land includes 8 quarters of farmland and a 4 bedroom, 1180 sq.ft. home. The land has been well farmed and consists of 610 cultivated acres, 625 acres hay/pasture and 45 acres of bush/sloughs. With oil activity in this area, there is presently a lease on the SE 13-12-23 W1. A well has been drilled, but has not been developed. The Seller may be willing to negotiate some of the machinery at an added cost. Contact listing agent for details. Asking \$1,240,000 MLS 501213

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# Problems with early seeding

BY RICHARD KAMCHEN

An early spring has proven to be a double-edged sword for Prairie farmers this year. While it allowed seeding operations to start sooner than normal, it also enhanced the chances of frost damage. And those frost risks have been realized.

The latest frost event in Saskatchewan was the third time for many farmers in the province.

Some producers were hit two nights in a row, and with heavy damage to a lot of canola, farmers are now busy re-seeding. Flax and alfalfa also were damaged in some areas, Saskatchewan Agriculture reports.

Pulses and cereals better tolerated the frost and managed to mostly recover.

In Manitoba, farmers throughout the province are re-seeding canola. Many were already doing so prior to the weekend following crop injuries from a mid-May frost, wind and excess moisture.

The southwest was hit hardest. Manitoba Agriculture estimates as much as 50 to 60 per cent of canola acres and 20 to 25 cent of flax acres experienced frost injury. Dry conditions, dew formations and duration of the overnight freezing temperatures enhanced the potential severity of the cold's effects.

Frost also damaged alfalfa fields in southwestern Manitoba, which will impact first cut production.

The May 30 frost had a limited impact on soybean crops as planting in the west and northwest was only recently completed and the lack of emergence provided protection.

Damage to soybeans, however, was being assessed in central and eastern regions, Manitoba Agriculture notes.

Canola re-seeding was ongoing in Alberta as well, where frost has been reported in fields across the province over the last few weeks.



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PotashCorp made an \$800,000 contribution to the new Rocanville hall. The donation took place at the PotashCorp Rocanville mine site. Accepting the cheque, from left, are members of the planning committee for the new hall—Rocanville Mayor Daryl Fingas, RM of Rocanville Reeve Murray Reid, Chantelle Ollivier, and chair Steve Fortney. At right, presenting the cheque are PotashCorp Rocanville general manager Iain Guille and President of PCS Potash, Mark Fracchia (far right). The donation represents one-third of the cost of the new hall.

# PotashCorp donation a major boost for new hall

Continued from page 25

"It's always great to see funding go to something like a town hall where it's going to be there for a long time, it's going to be used by a lot of people and certainly have a broader reach than some of the other things we could look at supporting. We are always pleased to give that level of support in the case of a project like we have in Rocanville."

PotashCorp Rocanville General Manager Iain Guille, says PotashCorp has been interested in supporting the project right from the beginning, and is impressed with the organization that has taken place.

"We have certainly been very keen to be involved right from the outset," he says.

"The vibe has been very positive from that committee, and we have our own employees involved in sitting on that committee and we get regular feedback from them. I'm really pleased with the direction it's going. It seems to be well organized, well managed and we like to support something at that level."

"They've been pretty good to all their communities in the mining area," says Rocanville Mayor Daryl Fingas, who also sits on the planning committee for the new hall. "We had hoped we would get something from them, and when they came up with \$800,000 we were pretty pleased with that because that represents one-third of the cost."

"It makes a big difference. Without that donation, I don't know if the hall really would have went ahead. It's just too much money to borrow."

"They are always doing something nice for us," says RM of Rocanville Reeve Murray Reid, who sits on the planning committee as well. "They put a lot of money into our community and this is probably one of the biggest commitments they've done anywhere."

"It probably wouldn't have happened if PotashCorp wasn't a player."

"We're looking forward to the new hall, and if we don't do it now, it will never happen. PotashCorp is excited about it, and they put their money up front."

The town of Rocanville is planning to hold a referendum on August 5 to see if town residents would support the town borrowing \$1.2 million for the project.

Of that \$1.2 million, \$400,000 of that will be the town's contribution to the hall, while the remaining \$800,000 will cover the remaining cost of the hall, with the fundraising committee paying that \$800,000 back as funds roll in over a few years.

It would be a lot of debt for the town to take on, but Mayor Fingas says he's confident the community will be able to raise that \$800,000.

"I'm pretty positive that we will be able to raise the money. It will take a few years, we know that. But we had a pretty successful fundraising committee when we raised funds for the skating rink."

The donation from PotashCorp and the commitment from the RM mean the project will most likely move ahead quickly if the town votes in favor of borrowing money for the project. According to Fortney, construction could start soon.


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# Higher beef prices, high expectations

## Canadian producers must double high-quality beef production to meet demand

BY LAURA NELSON

Canadian cattlemen are producing the highest quality beef ever, and opportunities continue to grow. In the past three years alone, Canadians have increased

the percentage of beef grading AAA by eight percent, and Prime-grading beef increased, too.

Larry Corah, who oversees producer outreach north of the 49th Parallel for the Certified Angus Beef (CAB) brand, said by this spring, 2015 was already shaping up as a phenomenal year for quality grade in Canada. In fact, for the first nine weeks, 2.4 per cent of the beef mix graded Prime—still small, but 140 per cent higher than the minuscule one per cent that graded Prime in 2012.

"Prime is a product that is heavily demanded. It has immense value in the global marketplace," Corah said. "Prime is what differentiates Canadian and U.S. beef from the rest of the world."

Beef that graded AAA moved from 54.7 per cent of the grading mix in 2012 to 62 per cent in 2015. That mirrors trends in the U.S., where Choice-grading beef jumped from 62.7 per cent Choice to 69.2 per cent Choice between 2009 and 2014.

had similar impacts.

"In Canada, those guys who stuck it out are finally getting rewarded," Brian Perillat of Can-Fax said. "Anecdotally, we're finally seeing the value of breeding stock come up here and starting to stabilize. In 2014, we had both cow-calf guys and feeders making money."

Looking ahead, he said cow-calf producers may see three to five profitable years, but feedlot buyers must be able to afford feeding the calves.

Otherwise, Canada may continue exporting more than a million calves per year.

Better marbling potential could help.

### Changes add marbling

"Cattle prices have changed how we manage cattle," Corah said, noting that in the past four years, feeder calves have seen a 129 per cent price increase and fed cattle marked a 71 per cent price increase.

The feedlots' response has been to feed cattle longer and maximize pounds, which in turn adds marbling. There's a significant increase in grading ability when an animal moves from 0.4 to 0.6 inches of back fat. Not surprisingly, the per cent of carcasses that are discounted for yield grade follows.

Leighton Kolk, Iron Springs, Alta., is one of five cattlemen in the Allied Marketing Group (AMG), which collectively manages 11 feedlots in the Lethbridge area with a one-time combined capacity of 110,000 head. Kolk Farms LTD accounts for 12,000 of that capacity.

Breaking down where the dollars come from helps paint a better picture of "value" for AMG, he said. Last year, the 26,564 Angus-type cattle marketed in the group earned an average of \$20/head over base price. Of that, \$16 was earned based on quality grade of AAA or higher. A little more than \$8/head was earned for qualifying for branded beef programs like CAB, but about \$4/head was lost on yield grade discounts, he said.

Comparatively, the 2,075 head of calves that were lighter-hided—grey or tan and likely of continental influence—earned an average of \$17/head over base. They earned an average of \$8/head on quality grade premiums, \$2.50 on other branded programs, and \$7 on yield grade premiums.

Continued on page 30



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# Higher beef prices, high expectations

## Canadian producers must double high-quality beef production to meet demand

Continued from page 29

### Genetic keys to carcass, yield

Brothers David and Dyce Bolduc of Stavely, said that with today's genetic selection tools, cattlemen who understand those values can have the best of both worlds.

"This is the biggest challenge in the industry for Angus producers," David Bolduc said. "We're still trying to determine exactly where we need to be there to put those pounds on while we keep the quality grade up and make them leaner."

He shared carcass data from a set of virgin bulls that didn't make the breeding program but certainly made the grade. The entire harvest set graded either AAA or Prime, with the exception of one that had sustained a leg injury before harvest and graded AA. In those high-marbling animals, only two were YG 3; the rest yielded in categories 1 or 2.

Corah outlined the impact focused genetic management can have on improving quality grade while reining in yield problems. In a 2013 study in the southern U.S., Brahman-Continental crossbred cows were bred to local hybrid bulls while a similar test group was bred to Gardiner Angus bulls with proven marbling ability. The offspring show a huge gap: calves sired by the typical southern bulls graded a minute 25 per cent Choice. Their contemporaries, sired by the Angus bulls, graded an average of 76 per cent Choice.

age of 76 per cent Choice.

"This is where Canada has the potential to make the most progress," he said. "You're going to see amazing changes in the industry with this kind of knowledge."

### International expectations

As those genetic changes take place, more markets will keep opening to beef despite high prices and tight supplies. Between 2009 and 2014, red meat production and consumption decreased worldwide, while pork and poultry keep trending higher.

"Pork's cheap, chicken's cheap, but hey... that's that's pork and chicken. We're selling beef. Traditionally, we've been concerned with that price spread, but I'm not," Perillat said.

Beef that differentiates itself carves out its own market among global beef eaters.

"People expect quality with today's prices. When we compete with pork or poultry, that's a lower Choice/Select market competition. But when you get into Choice-plus and Prime, that's a market in itself," Corah said.

For every opportunity, however, there is more for producers in every segment of the cattle business to juggle.

"The cattle industry must produce big, high-value

cattle to maximize revenue per unit," Paterson said. Signals are still mixed on herd expansion.

Perillat noted more than two-thirds of last year's exported calves were heifers. "So we'll see less heifers fed and slaughtered. But are we keeping back replacements or exporting them?"

For now, the focus must remain on maximizing every pound on every plate to continue to add value to the beef production chain, the men agreed.

"We're on the cusp of a lot of really exciting things. Are we producing the highest quality beef ever? Yes, we are. But, we can also do a lot to improve on what we're doing now," Corah said.

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# Darcy McKay of Moosomin receives Governor General's Award

BY JULIA DIMA

Moosomin's Darcy McKay has received the Governor General's Exemplary Service Medal. It is an award given to those who have served over 20 years in pre-hospital or emergency medical services and have gone above and beyond the call of duty.

McKay started his career in emergency services in Moosomin in 1992 as an Emergency Medical Responder. McKay continued his passion for providing emergency services by upgrading his EMR status to an Emergency Medical Technician in 1993. He continued working as an EMT throughout the 1990s, moving to Prince Albert and then returning to his hometown in 1998, where he worked for Backlins Ambulance until 2001.

In his young days, McKay worked as a lifeguard, and that is when he realized helping others was his lifelong passion.

"That kind of got me on the path and I got into it and I really enjoyed it and saw that I could make a difference in people's lives when they are having their worst day possible, and that is what it is all about—trying to help and make a difference in people's lives," McKay says.

In 2001, McKay got his Advanced Care Paramedic training and worked in North Battleford with the ambulance services there. He continued his path in emergency services by working with the Regina Qu'Appelle Health Region EMS in 2002. McKay was also an instructor at SAST from 1995 to 2011. After his time with RQHR, McKay was hired with the Ministry of Health as the EMS Project Manager for Saskatchewan. In 2011, he heard STARS Air Ambulance was coming to Saskatchewan, and wanted to be involved.

"I went to the Ministry of Health for a while and helped develop medical control protocols and direction for Saskatchewan EMS practitioners, and then I heard STARS was coming and I was lucky enough to apply and get a position at the brick and mortar period when STARS first came to Saskatchewan," he says. "I love what I do, and you make a difference in people's lives. It's been a great experience."

McKay is now the Clinical Operation Manager for STARS, which involves managing the medical side of STARS in Regina, but also doing some EMS work, and flights in the STARS helicopter, about 15 to 18 flights a month.

McKay has also been instrumental in making improvements in the way STARS provides services. He helped organize a collaboration between STARS and the RQHR transfusions department to have blood on STARS flights so that emergency stops during a flight to the hospital would not have to be made if there was a need for blood immediately.

"We did a call some time ago, and we had to make a pit stop to get blood at a local hospital," McKay says. "Just mainly, I thought, how can we get better service... So I looked into it a lot more, and some other places in the world were actually doing it—there were three other air ambulance services doing it, one was in Australia, one was at the Mayo Clinic in the States, and one in England. We looked at it more, and I contacted the health regions and talked about it, and said this could really benefit patients, and lo and behold we now carry blood on the helicopter and it makes a huge difference. It adds seconds when time is precious."



Darcy McKay grew up in Moosomin, and now works for STARS. Today, he will be awarded the Governor General's Exemplary Service Medal.

McKay says that everyone working together to make that change to improve patient services makes him feel proud.

"It's a team gain. If it wasn't for the people at RQHR, if it wasn't for our physicians, and so on, it would never come to fruition. But, I'm very happy, and it's all about what can we do to make things better for our patients and get them the best chance of overcoming whatever injuries or illness they may have," McKay says.

McKay says that getting the best access to care for rural Saskatchewan people continues to be a challenge, especially for those who live far away from ground ambulance. Some people wait in excess of 30 minutes for emergency medical care. Having grown up in rural Saskatchewan, and understanding the challenges of health care access in rural communities, McKay says STARS is helping to change the access issue and improve the lives of rural people.

"Being from rural Saskatchewan, that is why I'm very happy to be working at STARS because I really feel STARS is that great equalizer for patients living out in rural Saskatchewan," he says. "It's a link in the chain—with partners like hospitals, fire departments, police, and ground EMS. It's all about bettering patient care and STARS is doing excellent. Since its inception, we've done over 2,200 missions in the province."

McKay says one of the moments that sticks in his mind most was making his first flight out to Moosomin with STARS, and seeing first-hand the difference the service was making for people in the community.

"One of my fondest memories is just when I started at STARS (and) was doing my first mission back to my hometown of Moosomin. I still get chills thinking about it—it really meant a lot to me. I was really happy to be able to help because it was my hometown," he says.

McKay says he is proud of his hometown for their innovation in improving emergency services. The Moosomin Fire Department was the first to develop a mobile fuel cache so they can drive to meet STARS on a location with fuel to fill up on site. That means that STARS can travel further, and meet regulations set out by Transport Canada for the amount of fuel they need to have in their tank for return trips and night flying.

"It's huge, it makes all the difference in the world," McKay says of the service. "The Moosomin fire department, they were the leaders in the province for getting a mobile fuel cache, and other fire departments have modeled what they've done in other parts of the province, so good on them for being leaders."

McKay says that thinking about everyone involved in making STARS work efficiently in Saskatchewan makes it hard to accept an individual award for his work.

"It's a bit uncomfortable for me, because it's an individual award, but it's all your partners that you've ever worked with in ground, air, Ministry of Health—they should all be up there receiving that award with me because if it wasn't for them, I wouldn't be here, I wouldn't be able to do what I love doing which is offering the most I can for patient care," McKay says. "There are definitely ups and downs without a doubt, but I go back to my peers—if it wasn't for my peers and the people I have around me in every location I've worked in, I wouldn't be here doing the things I do today, so I'm very grateful for the people who have helped me along this way and continue to help me."

The best part of the award, McKay adds, is not that he won it, but that he was nominated by his peers.

"That means more than anything to me, is that I was nominated by peers for this."

McKay received the Governor General's Award at the Government House in Regina.

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# A balancing act....



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For example, if we choose espresso on our cabinets, we want to make sure that somewhere else in their new open concept home we repeat espresso in some way. We may do it on the built-in bookcases on either side of the fireplace or we may decide that



**Shannon Houff**

when they purchase new furniture for the living room, they put some pieces in that mimic the same weight as the espresso cabinets.

What we are trying to do is exactly what you think of when you think of balance. Imagine a lopsided scale of oranges; to balance it out you put more oranges on the lighter side to make them even, right?

Same thing with decorating and designing. We have to anchor all sides to feel that sense of balance. Ever wonder why when you walk into some homes they just feel so...right? It is because someone has taken the time to make sure that everything has the same weight everywhere. I have included four photos for you to do the matching game with and see which ones match together.

Now do you see what I mean? Well, as I said earlier, beautiful day, got some paperwork done, think I will go pick up my kids, take them for ice cream and go home for a family horseback ride. Work done now, let's balance that out with a little bit of fun.

So till next time, it's that girl Shannon saying "enjoy life's moments."



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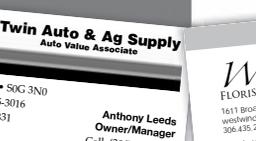














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Truck campers are very popular for hunting, fishing or camping trips because they are designed to be installed on top of pick-up trucks. This means that anyone who has a pick-up truck can transform it into an

RV. The camping unit is detachable so that the vehicle can be used without having to change the location of the camp. It's a small but very practical unit.

Travel trailers, or fifth-wheels, are designed to be towed and the choice of camping unit will depend on the vehicle towing it. The advantage of these types of RVs is that while they offer a lot of space and conveniences, the tow vehicle can be freed for other uses such as sightseeing, shopping, etc. Many models come with sliding extensions for additional living space.

Toy hauler RVs are more and more popular with outdoor enthusiasts. They offer all the conveniences of a trailer but everything inside can be folded to maximize floor space. This way, all of your adult toys (ATV, motorbike, sea-doo, canoe, ski-doo, etc.) can travel inside by using the folding ramp.

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# Musical Ride coming to Esterhazy and Wawota

BY JULIA DIMA

Two communities in the local area will be hosting the world-famous RCMP musical ride this summer. The musical ride travels to around 50 communities in Canada each year between May and October, and this year, the show will be coming to Saskatchewan and the Maritime provinces. In Saskatchewan, 15 shows will be put on, and two of those shows will be in Esterhazy and Wawota.

The first show will be in Esterhazy on July 6. When a community wants to host the musical ride, they can apply to do so, and all of the funds raised through ticket sales to the ride go towards a charitable cause in the community.

Esterhazy wanted to host the musical ride this year to raise funds for their new hospital, St. Anthony's Hospital, which the community has been fundraising for, and is within the \$1 million range of becoming a reality. The musical ride could bring in a significant amount of money to help the hospital foundation reach this goal.

The musical ride committee is hoping that 1,000 or more people come to the event, which will be taking place at the Esterhazy ball diamonds on Fourth Avenue at 7 p.m. Before the musical ride, at 6:30 p.m. Esterhazy singer-songwriter Katie Miller will be performing a show, and then the full troop of horses and riders take the field at 7 p.m. sharp.

People can get tickets at the gate, but tickets are now available in Esterhazy—they can be purchased at either Pharmasave or Sapara's Drug Mart in Esterhazy, or at the K1 and K2 Mosaic Mine administrative desks. For adults, tickets will be \$10, for kids six to 15, they will be \$5 and they will be free for kids under five.

In addition to the pre-show entertainment and the musical ride itself, there will also be community organizations hosting food caudens before the show, and Captive Audience is working with Mosaic Company to provide information about the mine and offer a few kids activities. In addition to that, the RCMP Heritage Centre will be present selling Musical Ride merchandise, and after the show, once the horses have been fed and watered, guests will have a chance to meet the RCMP officers and their horses, and take photographs.

Planning for the Musical Ride has been long in the making, says Katie Brickman, with Mosaic Company, who is helping organize the event, but things are almost ready to go.

"There has been a lot of communication with the RCMP, they toured our site to ensure it was a proper facility to hold it in, obviously with 32 horses and riders, you need to have the proper facility to host them," she says. "Many hours were put in to try and get this all put together to have a great event for our community and to raise money for St. Anthony's hospital."

There is a call-out for volunteers at the mine, but any locals who want to volunteer are welcome to do so—volunteer duties include clean-up, working the ticket gates, organizing parking, and security to ensure the event runs smoothly. Anyone who wants to volunteer can contact Brickman at [katie.brickman@mosaicco.com](mailto:katie.brickman@mosaicco.com).

Getting closer to the event, Brickman says the organizing committee is excited to share the event with the community of Esterhazy.

"This is pretty big for the community. It's a Canadian icon and tradition, the musical ride has been going on since the 1800s, so it's huge all over the world, and I've watched videos of it, and the whole thing just looks so cool," she says. "So, as an organizing committee, we're really excited to be able to bring this to Esterhazy."

In Wawota, the second local community hosting a musical ride this year, the organizing committee has turned the event into a full day of activities for the whole family on Tuesday, July 28.

In addition to the musical ride, which will start at 7 p.m., there will be local food vendors, kids' activities, live entertainment, a barbecue supper, and hopefully a small craft and trade fair.

Each vendor will be run by a different community organization also raising money for their organization, in addition to the

business enhancement group, which will be raising the funds from the ticket prices for an outdoor recreational area. That will involve expansions to the current splash park in Wawota, as well as the addition of an outdoor kitchen, walking paths, lamps, and seating areas.

There will be a number of activities for kids, including a bounce tent and rides, and the entertainment will be provided by local musicians before the show. First, at 4 p.m. local band KO and Friends will be performing, followed by local musician Tom Richards, who will be organizing a jam session with all the local musicians in the community. After the ride, Richards will be providing live entertainment again.

As well, after the musical ride, there will be a chance to take photographs with the riders and horses, and there will be a barbecue supper for the public and the riders, to give the RCMP members a chance to mingle with and meet the public.

All of the events will be taking place at the edge of the Pipestone Valley just north of Wawota Parkland School, where the slope in the valley creates a natural amphitheater. That is where the Musical Ride was held the last time it was in Wawota, 25 years ago.

"The one thing that stands out in everyone's mind is that we are one of the rare places that doesn't just have a big arena for them to run in, we have the horses come through the valley, and we have a natural amphitheater, everyone sits on the hillside and watches them below, which is beautiful. Everyone says it looks gorgeous with them coming through the valley," explains Shannon Houff, one of the organizers of the event.

Houff says that most of the planning for the event is completed, and now, they are looking for volunteers to help with organization, parking, security, and clean-up. The help alleviate the parking concerns, the committee is also offering a shuttle service for smaller communities in the region that want to send the whole community to the event, so they do not have to drive. Houff says a number of communities have already registered to have that service.

She says that they are hoping to turn the Musical Ride into a full-day event for guests, and encourages people to come early, to take advantage of all the entertainment, food vendors, kids activities, and other activities being offered.

"What we are trying to encourage is for people to come early, because we're a little worried with everyone coming at quarter to seven, we will have a tough time getting them in. So, if we can provide some entertainment value and encourage them to come earlier, we'll alleviate some of that pressure," Houff explains.

She says they are hoping that 3,500 to 4,000 individuals come for the Musical Ride. Tickets are already on sale, at a number of local businesses in Wawota, as well as the Co-op Gas Station and town office. They can also be purchased at the World-Spectator, the Kenosae Inn and Mini Mark, and King's Department Store in Carlyle. Advance tickets purchased before July 15 are \$12 for adults, \$8 for kids ages six to 17, and free for five and under. After July 15 and at the gate, the tickets will be \$15 for adults and \$10 for kids aged six to 17. There will also be an advanced family pass available before July 15 for two adults and two kids for \$40.

Getting closer to the event, Houff says the organizing group is feeling prepared to host the event, and excited to bring the major attraction to Wawota.

"It's a big honor to be involved in something like this, that people will talk about for years, and for the money to be going to something that will be around forever, to me, that's a pretty nice legacy that we can help be a part of," she says.

The Musical Ride has been happening since the 1800s, a troop of 32 actively serving RCMP members and horses perform a show that consists of cavalry drills and intricate figures that are choreographed to music.

In addition to Wawota and Esterhazy, there will be Saskatchewan performances in Regina, Yorkton, Kelvington, Lloydminster, Battleford, Wilkie, Coronach, Moose Jaw, Fort Walsh, Watrous, and Saskatoon.

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Debbie Phillips is offering a sweet deal to kids in Wawota this summer. Every child who brings in their lightly used crayons, pencil crayons, and other school supplies for underprivileged kids in Mexico will get a free ice cream.

## Mrs. P trading ice cream for good deeds this summer

BY JULIA DIMA

This summer, kids stopping by Mrs. P's Ice Cream Shop in Wawota will get more than a frozen treat—they'll get a chance to help other kids.

Debbie Phillips is encouraging kids to bring in their lightly used pencil crayons, crayons, and any other school supplies to the ice cream shop during the summer in exchange for a free ice cream cone. The school supplies collected over the course of the summer will be sent to Mexico and given to underprivileged kids in order for them to attend school and have school supplies to do so.

Phillips' friend, Kerry Smulan of Wawota, regular vacations in Rincon de Guayabitos, Mexico, and while down south, she met Jane Fellows, a woman from British Columbia who spends win-

ters in Mexico, and has established a KinderAide school program for young children who live in poverty and cannot access education. She established five 'schools' in the region—any spaces where kids could gather and learn from a volunteer teacher. One of the schools was set up in a cement driveway, where hanging laundry provided a roof for the kids as they learned. The children had no school supplies, so when Smulan heard about this, she decided to help by returning to Wawota, and asking the community's help in raising funds and gathering donations to help build a permanent school or provide school supplies for kids.

Phillips learned about Smulan's request, and knew she wanted to help as much as she could.

*Continued on page 38*

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# Mrs. P trading ice cream for good deeds this summer

*Continued from page 37*

"All year, I collect pencils and crayons and whatever I can and store those until I can get them to her," Phillips says. "Then, I just thought, we're such a throwaway society, so why not utilize things that are being put in the garbage, because to them it's a treasure, and to us it's just something to throw out. But, over three quarters of the pencils and crayons and erasers people throw away are very usable."

Phillips is no stranger to the kids of Wawota—all summer, her ice cream shop bustles with toddlers to teenagers enjoying her ice cream, sundaes, and milkshakes at the small ice cream parlour on Railway Avenue. She figured it was the perfect venue to reach out to kids for help in collecting the old school supplies that are forgotten and tossed away come June.

She spoke to the school administration, who then advertised amongst students and parents the deal Phillips was offering—one free ice cream in any flavor for each kid who brings in their school supplies.

"This is the first time I'm trying this so I hope that they will bring me their donations—ice cream sure seems to be a good incentive for kids," Phillips says with a laugh.

The hope is to collect a large batch of school supplies by the fall, so Smulan can bring a batch of new school supplies to the children in the KinderAide program on her next trip south.

Phillips says that learning about the poverty the children live in, there's an obligation to help in whatever way she can.

"I think we should be helping our neighbors as much as we can, and this seems like a small thing that's feasible," she says. "There are so many schools here, and so many kids that have so much. We should be able to utilize that."

Phillips says she loves to serve ice cream to the kids of Wawota each summer, watching them grow up each summer when they show up at the doorstep for their first ice cream of the season. She hopes that as the kids show up this season, hopefully with a donation of school supplies, they get a chance to learn about the lives of other kids, and understand the importance of a small act of kindness.

"I'm not sure if the younger kids here can appreciate how poor some of the kids are in other countries, because what we consider poor here is rich by the standards in a place like Mexico. So, when the kids go back to school, I'll be sure to put a blurb in our News-In-A-Minute about what we collected and I'm sure we'll hear back from the program in Mexico, and it would be cool to get a response from those kids to share here, thanking everyone for their little gifts," she says. "It doesn't take a lot of effort, and in our throwaway society, just a small thing like this can make such a difference to so many kids."

Kids can come by anytime in the summer with their school supplies to get their free ice cream.

"I'm going to get a big tote, and see if we can fill that up with supplies," she says. "Anything people have to donate, we'll see if we can put those to use."

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