

Plain & Valley

Covering Southeast Saskatchewan and Southwest Manitoba

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A view of the Wasagaming shoreline from the marina pier at Clear Lake, Riding Mountain National Park.

Clear Lake a summer haven

BY KRISTEN McEWEN

Summer is the perfect time to venture to the outdoors and take advantage of the warm weather for a few months before winter creeps back for the remainder of the year.

Many people head to the beach to soak up the sun while others gather family and friends and set up tents and RVs in the woods.

Riding Mountain National Park has something for everyone, say Parks Canada employees Cate Watrous, Kevin Bachewich and Stefanie Hyde.

"Like I say to all my friends, this is a park that has everything for anyone because we have back country trails for those people that like going out in the wilderness and experiencing nature first hand, and there's a town where there's shops and restaurants for those city slickers that don't really like getting their hands dirty, there's the lake for the beach bums and it's an awesome place," said Hyde. Originally from Toronto, Hyde finds herself at Clear Lake in Riding Mountain National Park each summer.

Watrous has been going to Riding Mountain National Park since she was a child.

"It's amazing," Watrous said. "It's one of my family's favourite places to go. All of my kids have caught their first fish there. There's so many little gems throughout the park and you can spend a lot of time exploring and finding new things every day."

"We really try to promote our camping offer because we try to have one of the largest campgrounds," Bachewich said. "In the main campground there's over 500 campsites but there are five other campgrounds we have within the park. Most of those campgrounds are outside of the town but they're more remote cool areas to camp."

The park also offers Otentik Tents which offers the comfort of a cabin but everything is set up in the campsite.

All you have to do is bring a sleeping bag, said Watrous.

Upon driving into the township of Wasagaming at Clear Lake, small shops, businesses and cottages sit on either side of the street. Once reaching the end, just to the left is a clearing where families and friends can be seen tossing a frisbee to one another. Just beyond is the main beach where beach towels and children with sand toys spread across the shore. A pier lies to the left, leading out to the marina, where The Martese, a 26-year-old 95 passenger tour boat is anchored.

Getting a tour of Clear Lake is just one of many activities visitors can enjoy in the area, said Kevin Bachewich.

"There's horseback riding, 400 km of hiking trails. That's about half the size of P.E.I.," he said. "There's lots of variety of trails from easy to difficult, the landscape varies. There's a cottage and cabin community, golfing, boating — there's really something for everyone."

The Wasagaming area offers mini-golf, tennis courts, bike rentals, boat rentals and fishing. The Visitor Centre offers a junior naturalist program called Critter Camp for younger patrons. The Clear Lake Golf Course that features 18 holes, some of them tough but all providing a scenic view.

The Elkhorn Resort Spa and Conference Centre also has a nine-hole golf course and a mineral pool.

The Wasagaming community hosts many events during its summer season, including a Canada Day Celebration, Clear Lake Celebration held in mid-July, golf tournaments, a film festival, and a Halloween event.

On Aug. 24, the community will be hosting a free outdoor concert featuring Glass Tiger and Jess Moskaluke from Langenburg.

"There's a really amazing arts community here . . . It's a resort community so people have time in the winter to practice

their music and paint . . . (We also have the) Wasagaming Community Arts Centre," Watrous said.

"There are buskers on the streets, very festival like," she said. "At least twice a week, there's a house concert jumping with music around here it's not uncommon to see painters on the beach, there's also a fiddle camp."

The flower gardens behind the Visitor Centre also draw attention.

The rest of the township offers a variety of restaurants ranging from Italian to a lounge-style setting. Clothing shops and specialty shops line the streets.

Liz Harris is the manager of The Gorge Clothing Company, one of the businesses in the Wasagaming community. The clothing store also shares the building with The Beach Club — a used bookstore located in the basement level.

As Harris is a university student at the University of Manitoba, she says working at The Gorge is a decent summer job, although working at a seasonal business has its challenges.

"It's a little more difficult because you don't have the same trends and the same sort of strategies or opportunities that a year round store has, you have to reinvent the wheel," she said.

"The differences are mostly the clientele are first timers," she added. She noted that shopping in the Wasagaming community takes a backseat to activities like going to the beach.

Garth and Glennis Dow own and run The Chocolate Fox, the small shop next door to The Gorge, which features homemade gelato, an Italian ice cream.

The couple started the business in Wasagaming because there wasn't an existing business that offered homemade gelato.

Made with fresh fruit and whole milk (soy milk for the sorbet), the sharp flavours of gelato range from strawberry to mango, pink grapefruit to lemon.

Continued on page 3

The Martese docked at Clear Lake



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Clear Lake a summer haven

Continued from front
The store also sells chocolates from Mordens in Winnipeg and fudge. Popcorn is also made and sold in the store.

The store sells a small line of Clear Lake clothing including sweatshirts and sweatpants.

Glennis also said running a seasonal business can be challenging.

"We're open in March, that's the high school spring break in Manitoba, so it's worthwhile opening during that part of the year — right through until October," she said.

"It's a different sort of life, not many months to make a go of it but you get it down to a pretty good art. It's fun too, it's challenging because it's a short season. You know you have a certain amount of stuff you have to move and hope for the best."

"You get that sort of resort community feeling," Bachewich said. "It's pretty unique. It's kind of like Manitoba's premier destination for tourism . . . A lot of people do compare it to sort of the Waskesiu (Sask.) feeling."

Much like the Saskatchewan township at Prince Albert National Park, Wasagaming balances its business and cabin community with the rest of the park. Throughout the township, signs can be

spotted reminding visitors to not leave litter behind and being careful of the wildlife.

"Our goal is to make (the park) a place for people but to protect what's there," Watrous said. "All of our practices are taking our conservation efforts into account, we're pretty good at that."

Though this park isn't solely for

residents of Manitoba.

"We get plenty of campers and cottage owners from Saskatchewan," Bachewich said. "The park is open all year round, the services are limited in winter, a . . . people can come to the area and see wildlife."

"I think one of the key things is that people aren't aware that we're

so close (to Saskatchewan) and that it's like a hidden gem . . . We're known for . . . accessible wildlife. If you visit the park if you don't see wildlife during your stay, you're absolutely trying to avoid it."

"Every single friend that I've brought to the lake comes back the next year and the next year," Hyde said.



The Visitor Centre at Clear Lake, Riding Mountain National Park.

Crop duster splits his time between the Prairies and Argentina

BY KRISTEN McEWEN

What does Maryfield, Saskatchewan have in common with rural Argentina? You might have guessed

cattle, but the answer is Nacho.

Ignacio "Nacho" Aguero recognizes that his nickname sounds unique to

many in southeastern Saskatchewan. "When you're born anywhere south of the Rio Grande and your name is Ignacio, then you auto-

matically get "Nacho" as a nickname," Aguero says.

"Everybody around here in the Prairies knows me as 'Nacho.'"

Nacho's Flying Service not only stands out because of its name, but because Aguero sprays crops in Saskatchewan during the summer months and in Argentina in the winter, when it's summer in the southern hemisphere.

"In the winter months, when there's nothing to do here with agriculture, I go to Argentina," Nacho says. "I fly for a friend there—I've been doing that for 12 years."

One of the biggest differences between spraying crops in Saskatchewan and Argentina is the land.

"The land in the area where I manage a base

for this guy down there, it's all land that has been cleared from the bush," he said. "The land is just enormous—soybeans as far as you can see, cotton and corn."

"And the parcel of land here is 160 acres, a quarter section of land, that's 65 hectares."

"Fields over there can have 500 to 600 hectares of land in one single field. The land has not been subdivided like it has been here, everything is not on a grid system."

In Argentina, towns are few and far between, with limited services for an area flourishing with agriculture, Aguero said.

Spraying in Saskatchewan can provide its own challenges.

Continued on page 18



Ignacio "Nacho" Aguero, right, stands in front of his spray plane with his wife Lynda and his brother Pablo and his three dogs Nemo, Waylen and Chief near Maryfield, Sask.

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Viterra Fairlight holds grand reopening

BY KARA KINNA

A large crowd came out to have lunch and to help the Viterra Fairlight grain terminal celebrate its grand reopening Thursday, July 25.

The facility has undergone a recent upgrade and expansion, adding 30 per cent holding capacity, as well as expanding the rail car spots to allow for 104 cars.

Viterra senior staff and management were on hand as well as Cannington MLA and Speaker of the Legislative Assembly, Dan D'Autremont, and Moosomin MLA Don Toth.

"Whenever a company invests in a location it means they have faith in that location and in the industry," said D'Autremont in speech to the large crowd in attendance. "The larger car spot here makes a great difference, it certainly helps with the loading and shipping of cars and unit trains out of here."

"This is a very, very special day

for us, with the new facility," said Kyle Jeworski, Viterra's president and CEO for North America, who came out to the celebration from Regina. "I call it a new facility because we've made a lot of very fundamental changes to the facility which we are very proud of. It allows us to better serve our farmer base."

"We have done a lot of changes to the infrastructure of the facility and one of the things you first see when you come in is the bright shiny bin. We did expand the facility by about 30 per cent, and at the same time expanded the car spots to 104 cars, which is very important these days."

"It really allows us the ability to compete out of this facility east, west, and south, and it gives us a lot of flexibility to be very competitive in our grain pricing and handle a lot of our end-use customer needs."

"We have a regional model and a regional growth model within Viterra. We are looking at expansions within our Western Canadian network, so Fairlight is one example. We did announce several weeks back about a \$20 million expansion with other facilities within Saskatchewan."

"You will see a number of announcements within the next few weeks in terms of some additional capital we will spend within Western Canada."

A special presentation was also made at the event to Richard Krainyk, who was the first facility operations manager at the Fairlight terminal, and who retired in June after 41 years in the business. Krainyk started his career with the Sask Wheat Pool in 1972.

A major Montreal Canadiens fan, he was presented with a signed Guy Lafleur jersey as a parting gift.



Above: Richard Krainyk is presented with a Montreal Canadiens jersey signed by Guy Lafleur as a retirement gift after 41 years with Viterra. The presentation was made at Viterra Fairlight's grand reopening.

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Farmer hosts pasture discussion group

BY KRISTEN MCEWEN

Neil Dennis has taken an older yet innovative idea and put it into his land.

And the idea is growing. The livestock producer has a different way of grazing his cattle called intensive grazing.

"Some people call it mob grazing," Dennis added. "It's what the buffalo did. (They would) hit it real hard and then give it a long recovery."

By grazing his cattle in smaller alleyways, Dennis is able to control where and when his livestock grazes in his fields.

"The recovery is the whole key behind the whole thing, it doesn't matter how hard you hit it you just realize that if you hit it really hard you need a long recovery time."

The recovery time gives the soil and ultimately the grass a chance to retain water and nutrients.

Depending on the part of the land, Dennis maintains a recovery time that lasts between 60 and 123 days.

Dennis noted that ammonia left behind by cattle urine takes time to leave the ground.

"That's the reason (behind) the green patches out in people's fields," Dennis said. "The cattle won't eat (it)."

The recovery time is beneficial to the soil and in turn beneficial to the grass and the livestock that consumes it.

"My mineral consumption has dropped almost 90 per cent and this year my salt has gone way down," Dennis said referring to the minerals and salts he gives to his livestock to ensure they get what they need.

For 60 days, he only used thirteen 50 lb bags of mineral for 843 cattle.

"That's all they'll eat," Dennis said. "They just won't eat it anymore. (What they need) it's coming through the ground, through the grass."

Dennis learned about this method when he attended a holistic resource management course in 1998.

At first he was completely against using the method but when he started seeing results he changed his mind.

Dennis said that soils should be 12 per cent organic matter. In 2005, his soils in the pastures of the area were testing at three to five per cent — now the organic matter is testing at 10 per cent.

Even the way Dennis handles his livestock has changed. He sections off smaller parts of the pastures to concentrate where the cattle graze. These alleyways also enable him to move more than 840 cattle on his own.

"I did a lot of experimentation," he said. "I got onto watching how animals behave when you do different things. Like my system coming into the yard here, I can bring (up to) 1,000 head in by myself when I used to need 2 three people to help me. You know how they work it in airports they zig zag you back and forth. (Same thing with cattle) around the shed, every time they go around a corner they speed up."



Livestock producer Neil Dennis gives a tour of his land to other producers from all over the world.

Each year the livestock producer invites producers from around the world to his farm located south of Fairlight.

Farmers from parts of the United States and as far as England, Austria, Africa and Australia have travelled just to be at the farm for a day and learn.

Art McElroy from Frontier, Sask. was interested in learning more about the process of converting sunlight into beef.

"The business of converting sunlight into the beef is a very interesting thing . . . And we have to learn how to put more pounds on animals cheaper than what we're doing and the best way to do that is with forage," McElroy said.

Grant Lastiwka from Innisville, Alta was also interested in improving soil health.

"Neil's doing some really innovative things, certainly," Lastiwka said. "I've seen some pictures and I've seen some results I wanted to understand it better."

"Improving soil health through the mob grazing and trying to understand how (Neil) was going about doing it and seeing results of it nothing's as good as seeing it first hand," he added.

Jay Fuhrer from Bismarck, North Dakota works with farmers and ranchers to improve their soils. Early in the afternoon, he conducted a demonstration between healthy

and unhealthy soils.

"When you build soils, you're ultimately going to build grass," Fuhrer said. "In this case, when you build it you're reaping the reward of a higher production and as you build soils, your bucket to hold water gets larger. And your bucket to cycle nutrients gets larger, things start to function that's what makes it exciting. That's why people come (here)."

And as more nutrients are held in the grass, more nutrients reach the cattle. Building soils can also benefit cropland, he added.

"You get more nutrients cycling, you can hold more water on cropland, you get more nutrient dense grain," he said. "(It) benefits everybody so we're not eating as many empty calories. And all of that kind of hooks together. And then you look at things like the insect world the pollinators, the burrowing critters, the mice the gophers, the badgers, even . . . snakes, they all play a role in this, they're all part of the soil function."

Robert Thornhill, a dairy farmer from Derbyshire, England was at the Dennis farm as part of the Nuffield Farming Scholarship Trust.

The Nuffield Scholarship provides 20 UK residents with the opportunity to travel around the world to research farming, horticultural, food and rural.

By the time he reached the Dennis farm, it was his fifth week in North America learning about different forage and grazing techniques and how he might be able to apply them to his dairy farm back home.

"I heard Neil (speak at a conference) last year in England. (I was) very interested in the whole feeding the soil and subpolyculture like health, root and forage, all that sort of stuff."

Part of the reason why Thornhill applied for the scholarship was his concern about using perennial rye grass is the only kind of forage for UK dairy cows.

He noted that almost, if not all, nutrients are taken from the soil in England.

"We take everything, so we're not feeding the soil again. I've got concerns about that," he said. "(Neil) just does something that's very different. (It's a) very different climate, less than half of our rainfall and with beef cattle — so it's a long way from a dairy farm in the UK."



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New Finland church celebrates 120 years

BY KRISTEN MCEWEN

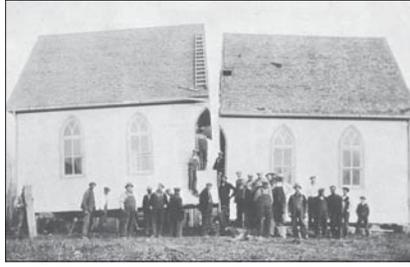
Churches can often serve as a touchstone for communities.

Though much of the New Finland community has dispersed over the years, St. John's Lutheran Church—the heart of the district—has continued and celebrated 120 years on August 3 and 4.

While the population of New Finland has dispersed to nearby towns such as Whitewood, Rocanville, Tantal and Esterhazy, members of the parish return to the church from the towns where they now live.

"The church has kind of held the community together," said secretary of the congregation and Ladies' Aid group president Audrey Dixon. "I guess that's because people don't visit the way they used to. The church has kept families in touch—we go to church, we have coffee. It's just the church has become part of a social life for the community."

Dixon herself has a strong connection with New Finland as she grew up in the district and used to farm



Above: St. John's Church cut in half for moving in 1934.



Kristen McEwen photo

Above: The New Finland Church as it stands today.

with her husband in the area before moving to Rocanville.

Located north of Wapella and west of Rocanville, New Finland was established by Finnish settlers in 1888. The church was established five years later.

The white building stands in a clearing, featuring a plaque commemorating the school divisions that used to be in the area during the earlier years of the Finnish settlement.

A cairn listing the some of the names of the settlers rests near the building as well.

"Right now there are probably only three of the original Finnish families in the area," Dixon said.

The church itself has undergone a number of changes over the years, including physically moving a few miles to its current location.

In 1934, the congregation decided to move the church to a more central location to the Finnish settlement.

The building was then sawed in half by hand and moved by tractor and steam engine to its current location.

The steeple was later constructed and added to the building in 1945.

In 1987, the New Finland parish became a joint parish with the St. John's Lutheran Parish in Wapella. Since then, the New Finland Lutheran Church has maintained the partnership with the parish in Wapella as well as the Anglican Church in Whitewood.

All three parishes are served by two Anglican priests from Whitewood.

"We've gotten to know the other groups of people in the other two churches and we all feel like we're one big Christian family now," Dixon said.

Established in 1906 with the proceeds going towards Sunday school, an annual picnic took place every year on or close to June 24.

The picnic continues to this day.

Dixon said that members of the community often make one trip per year to the historical site to attend the picnic, where they catch up with old friends.

On Aug. 3, a community barbecue was held at the St. John's Lutheran Church in New Finland. On Aug. 4 a worship service was held with a dinner following.

Dixon isn't sure how many more celebrations will be held at the church since the congregation is small and the members who volunteer to take care of the building are elderly.

The church continues to run because of volunteer commitment, she said.

"Being as it's one of the few rural churches around, we don't know how long it's going to be open," Dixon said. "We had thought about waiting until the 125th but the way the rural community is going there may not be that many people around anymore."

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TransCanada plans open house for Moosomin

BY KEVIN WEEDMARK
TransCanada is planning an open house in Moosomin to explain its \$12 billion Energy East proposal.

Phillipe Cannon, TransCanada's spokesperson for the Energy East project, said the company hasn't determined if it will go ahead with an application for the proposed pipeline, but wants to get the information out on the proposal to affected communities.

"Open season (in which TransCanada took bids from oil companies for capacity on the new line) finished on June 17 and we've been analyzing the results," said Cannon.

Based on the interest in the project, TransCanada increased the scope from the originally planned 500,000 to 850,000 barrels of oil a day to 1.1 million barrels a day.

The Moosomin meeting is set for Aug. 15.

"The idea is to get the word out and to inform people," said Cannon.

"The purpose is also to have a conversation with folks about the project. We want to be able to take their input and be able to address any concerns with them."

Cannon said he isn't sure when TransCanada will be ready to make an announcement on Energy East.

"We're still analyzing the results of the open season—it should be known in a few weeks—but we're positive about the results. We had a positive response

to open season, and that's why we decided to go ahead with the meetings."

Energy East will transport up to 1.1 million barrels a day of oil to eastern Canada to supply refineries, and for export.

The government of Alberta is supportive of the project and has committed to buy 100,000 barrels of oil a day of the capacity at a cost of \$5 billion.

TransCanada head office officials will be in Moosomin for the open house.

"The project is conceptual at this point," Cannon said. "The final route and the scope will be known

after the National Energy Board has made a decision."

The Moosomin area could play a key role in Energy East.

TransCanada proposes at this point to build four terminals across the country for Energy East, including one in the local area, which would include a tank farm.

The Moosomin Compressor Station would connect a Bakken oilfield feeder pipeline to the TransCanada main line.

TransCanada's main line transports primarily natural gas from Western Canada to eastern mar-

kets, but one of the pipelines has been converted to transport oil as part of the Keystone Pipeline, and as part of the Energy East proposal, a second pipe would be converted to transport oil.

The existing mainline would be used across Saskatchewan, Manitoba, and Ontario, and a new pipeline would be built to carry the oil to Montreal, Quebec City, and possibly as far as the Irving Oil refinery in St. John, New Brunswick.

The idea is for western Canadian crude to replace imported oil as the feedstock for eastern refineries.

The Moosomin compressor station—located in the RM of Moosomin northeast of Moosomin, directly north of Fleming and south of Welwyn—would be the on-ramp for oil from the Bakken formation to the TransCanada system.

The proposal to get Bakken oil into the system would involve building a new pipeline from Cromer, Manitoba—just southeast of Kola—to the Moosomin compressor station, and a tank farm to store oil.

Continued on Page 18

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AWD Pontiac Edition 3.4L V6 A-C-T PW-PL-PS Buckets 17 Alum Keyless CD White 89,981 kms SIK#: 13308A was \$17,995 **NOW \$16,995**

2007 Chevrolet Trailblazer LS
4x4 4.2L 6cyl A-C-T PW-PL-PS Keyless Buckets 17 Alum Trailer Mirrors Silvergrey 102,462 kms SIK#: 13278A was \$12,995 **NOW \$11,995**



Stock # 13283A

2011 Chev Silverado K1500

LS EXT 4x4 Cheyenne 4.8L V8 A-C-T PW-PL 40/20/40 Keyless UK3 Z82 Silver/grey 30,040 kms was \$25,995

SALE: \$21,995

USED CARS

2011 Buick Lucerne CX
Sedan 3.6L V6 A-C-T PW-PL-PS Buckets 17 Alum Keyless CD Bluetooth Beige/tan 86,869 kms SIK#: 12016A was \$20,995 **NOW \$17,900**

2011 Buick Lucerne CXL
Sedan 3.6L V6 A-C-T PW-PL-PS Htd Lthr Buckets 17 Alum AP3 UD7 Comfortscon Pkg Luxury Pkg G1087 Red 73,766 kms SIK#: 13262A was \$19,995 **NOW \$18,995**

2010 Chevrolet Cobalt LT
Coupe 2.2L 4cyl A-C-T PW-PL-PS Buckets Keyless 16 Alum Spoiler Premium Sound Pkg USB Port Black 103,255 kms SIK#: 13211A was \$11,995 **NOW \$10,995**

2010 Chevrolet Malibu LS
Sedan 2.4L 4cyl A-C-T Buckets 17 Alum G316 Silvergrey 73,536 kms SIK#: 13063A was \$13,999 **NOW \$12,999**

2010 Chevrolet Malibu LTZ
Sedan 3.5L V6 A-C-T PW-PL-PS Htd Leather Buckets 18 Alum Sunroof AP3 Bose UK3 Brown 94,105 kms SIK#: 14001A was \$14,995 **NOW \$13,995**

2010 Dodge Charger
Sedan 3.5L V6 A-C-T PW-PL-PS Htd Leather Buckets Keyless Alum Wheels Bluetooth Silvergrey 44,388 kms SIK#: 13128A was \$20,995 **NOW \$19,995**

2009 Chevrolet Malibu 2LT
Sedan 2.4L 4cyl A-C-T PW-PL-PS Htd Suede Buckets AP3 17 Alum UK3 Sunroof Power 205,895 kms SIK#: 13446A was \$8,995 **NOW \$7,995**

2009 Pontiac G6 SE
Coupe 2.2L 4cyl A-C-T PW-PL-PS Buckets AP3 16 Alum Sunroof Spoiler XM UK3 Pioneer Stereo Black 68,511 kms SIK#: 13032A was \$11,995 **NOW \$10,995**

2008 Chevrolet Impala LS
Sedan 3.5L V6 A-C-T PW-PL-PS Buckets LS Sport Pkg 16 Alum XM F4M Flat Rear Seat XM UK3 Black 132,217 kms SIK#: 9519A was \$18,995 **NOW \$12,995**

2008 Chevrolet Impala LS
Sedan 3.5L V6 A-C-T PW-PL-PS Buckets LS Sport Pkg 16 Alum XM F4M Flat Rear Seat XM UK3 Black 132,217 kms SIK#: 9519A was \$18,995 **NOW \$9,995**

2000 Chevrolet Impala
Sedan 3.8L V6 A-C-T PW-PL-PS 7 Pass Quad Buckets Remote Start 18 Alum Org Key Silvergrey 53,363 kms SIK#: 9538 was \$25,995 **NOW \$24,995**

2011 Ford Explorer Limited
AWD 3.5L V6 A-C-T PW-PL-PS Htd Leather Nav Sunroof R/C Camera Rem Start Black 83,771 kms SIK#: 13436D was \$33,995 **NOW \$32,995**

2011 GMC Yukon XL
1500 4WD SLE 4x4 5.3L V8 A-C-T PW-PL-PS Htd Leather Buckets 2nd Row Bench CFS AP3 17 Alum UD7 680 282 J44 Assist Steps Silvergrey 93,962 kms SIK#: 9529 was \$41,995 **NOW \$40,995**

2010 Chevrolet Traverse LT
AWD 3.5L V6 A-C-T PW-PL-PS 7 Pass Abs Seats 18 Alum UD7 V92 UK3 XM Silvergrey 101,372 kms SIK#: 13221A was \$22,995 **NOW \$21,995**

2010 GMC Acadia SLE
AWD 3.6L V6 A-C-T PW-PL-PS 8 Passenger BTV 18 Alum Black 60,432 kms SIK#: 13338B was \$24,995 **NOW \$23,995**

2010 GMC Acadia SLE
AWD 3.6L V6 A-C-T PW-PL-PS 7 Passenger 18 Alum UK3 UVC V92 G1699 Admin 2 / Brown 143,841 kms SIK#: 13429A was \$21,995 **NOW \$20,995**

2010 GMC Acadia SLE
AWD 3.6L V6 A-C-T PW-PL-PS Cloth Quad Buckets Remote Start 18 Alum UD7 UVC Cross Rails Steps Flaps Gold 88,582 kms 13307A was \$24,995 **NOW \$23,995**

2010 Nissan Rogue SI
AWD 2.5L 4cyl A-C-T PW-PL-PS Htd Leather Buckets 17 Alum Keyless Sunroof Pwr Liftgate Bluetooth Silvergrey 124,062 kms SIK#: 13306A was \$16,995 **NOW \$16,995**

2009 Dodge Journey SX
4dr 3.5L V6 A-C-T PW-PL-PS Htd Cloth Buckets 17 Alum Remote Start CD Silver/grey 98,396 kms SIK#: 9511A was \$14,995 **NOW \$13,995**

2009 Pontiac Torrent
AWD 1.8L 4cyl A-C-T PW-PL-PS Htd Cloth Buckets 17 Alum AP3 UK3 Bluetooth Black 92,239 kms 13330A was \$17,995 **NOW \$16,995**

2009 Pontiac Torrent
AWD 3.4L V6 A-C-T PW-PL-PS Htd Cloth Buckets 17 Alum Remote Start White 119,070 kms SIK#: 13245A was \$16,995 **NOW \$15,995**

2008 Buick Enclave CX
AWD 3.6L V6 A-C-T PW-PL-PS 7 Pass Quad Buckets Remote Start 18 Alum Org Key Silvergrey 53,363 kms SIK#: 9538 was \$25,995 **NOW \$24,995**

USED TRUCKS

2012 Chevrolet Silverado LT 1500
Crew 5.3L V8 A-C-T PW-PL-PS 40/20/40 Bench PDD PDF PDD Spec Edit 17 Alum NZ AP3 Pwr Pedals UVC UD7 AP3 Spray In Lthr J11 282 Blue 22,542 kms SIK#: 14008A was \$32,995 **NOW \$31,995**

2012 Chevrolet Silverado K1500 LTZ
Crew 4x4 5.3L V8 A-C-T PW-PL-PS Htd Leather Buckets AP3 18 Alum PDD PDF Bose J11 NZZ UK3 CD Black 87,895 kms SIK#: 13324A was \$37,995 **NOW \$36,995**

2012 Chevrolet Silverado K1500 LS
Crew 4x4 4.8L V8 Cheyenne A-C-T PW-PL-PS 40/20/40 Keyless J11 Z82 CD Mocha 12,200 kms SIK#: 14012A was \$26,995 **NOW \$24,995**

2012 GMC Sierra K1500 SLE
4x4 5.3L V8 A-C-T PW-PL-PS 40/20/40 Bench PDD PDF PDD Spec Edit 17 Alum NZ AP3 Pwr Pedals UVC UD7 J11 282 White 23,477 kms SIK#: 13389A was \$32,995 **NOW \$31,995**

2012 GMC Sierra K1500 SLT
Crew 4x4 5.3L V8 A-C-T PW-PL-PS Htd Leather Buckets C15 18 Alum PDD Pdf Pkg UK3 Pwr Pedals UVC UD7 AP3 Spray In Lthr J11 282 Blue 22,542 kms SIK#: 14008A was \$32,995 **NOW \$31,995**

2012 GMC Sierra Crew Cab 2500
4wd Standard Box 4x4 6.6L V8 Duramax A-C-T PW-PL-PS Htd Leather Buckets 18 Alum UVC UD7 UVC Camper Mirrors J11 Z82 Z71 CD PDD Pdf Nzz Blue 56,167 kms SIK#: 13424A was \$50,995 **NOW \$49,995**

2011 Chevrolet Avalanche 1500
LS 4x4 5.3L V8 A-C-T PW-PL-PS 40/20/40 Bench 17 Alum AP3 UK3 Steps 282 G80 Black 46,794 kms SIK#: 13246A was \$33,995 **NOW \$29,995**

2011 Chevrolet Avalanche K1500 LT
4x4 5.3L V8 A-C-T PW-PL-PS Buckets PDD JF4 J11 17 Alum AP3 Steps UD7 UVC XM UK3 282 Tires & Glass Good Body Good One-Client Hood Centre Interior Good Chey Flaps White 49,493 kms SIK#: 13268A was \$32,995 **NOW \$31,995**

2011 Chevrolet Silverado K1500 LS
Crew Cheyenne Edition 4.8L V8 A-C-T PW-PL-PS 40/20/40 Bench Keyless 282 CD Silvergrey 25,564 kms SIK#: 13340A was \$22,995 **NOW \$21,995**

2011 Chevrolet Silverado K1500 LTZ
Crew 4x4 5.3L V8 A-C-T PW-PL-PS Htd Leather Buckets AP3 18 Alum JF4 J11 PDD Pdf UVC UD7 Brom 36,885 kms SIK#: 13341A was \$34,995 **NOW \$33,995**

2011 Chevrolet Avalanche 1500 LTZ
4x4 5.3L V8 A-C-T PW-PL-PS K86 Leather Buckets Sunroof 20 Alum AP3 UVC UD7 B6 J4 J11 Bluetooth Navigation Black 75,319 kms SIK#: 13420A was \$38,995 **NOW \$37,995**

2010 Chevrolet Silverado K1500 LT
EXT 4x4 5.3L V8 A-C-T PW-PL-PS 40/20/40 Keyless 17 Alum Nzz G80 Z71 282 Silvergrey 108,269 kms SIK#: 13185A was \$18,995 **NOW \$17,995**

2010 Chevrolet Silverado K1500 LT
Crew 4x4 6.2L V8 A-C-T PW-PL-PS 40/20/40 PDD Pcm Nzz UK3 Ntl Trailer Pkg AP3 17 Alum J11 680 Red 34,842 kms SIK#: 13363A was \$28,995 **NOW \$27,995**

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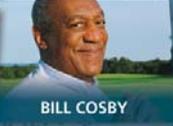
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School will soon be back in session, make sure you're ready!

Celebrate the new school year

Why not organize a back to school party this year? Turning the first day of school into a festive occasion is a great way to start off the new school year on the right foot.

You probably already know that eating breakfast is vital for energy and for increasing one's capacity to learn. Make your back-to-school breakfast a colourful affair. Set the table with fresh flowers and new placemats, and concoct a healthy breakfast that's a bit out of the ordinary. If your children aren't hungry, a smoothie and a small homemade fat-free muffin are easy to manage, even for small stomachs that are feeling queasy with stress.

Before leaving home, be sure to take the traditional photograph at the front door. The idea may seem old-fashioned to you,

but these annual photos will become great memories for the entire family. Create an album just for these back-to-school photos and in a few years' time you'll all have fun looking through it. When your children get home after their first day back at school, give them a surprise, a little reward to make them feel better after what can often be a stressful day. You don't need

to spend a fortune to put smiles on their faces — serving their favourite meal or taking everybody out to a restaurant is a great way to finish off the day.

Above all, this is an occasion to spend time together as a family, a moment to support each other in making the peaceful transition from the quiet of the summer to the regular school year routine.

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School will soon be back in session, make sure you're ready!

BACK TO SCHOOL ESSENTIALS

Four items where price should never be an issue

We can't escape the fact that a new school year is synonymous with the inevitable trips to the stores to get everything that the children need. Of course you should always try a keep to your budget, but for some essential items quality should always be your priority.

RUNNING SHOES

Growing children need good quality sports shoes to keep their feet healthy. Even though leather remains a big favourite because of its durability, lots of running shoes made with synthetic materials combine flexibility, lightness, and resilience. Choose shoes with foam soles for extra comfort.

BACKPACKS

Choose a backpack that is no wider than the child's back and shoulders. Look for one made of canvas (avoid plastic) that has several compartments and padded shoulder straps at least 5 cm wide. Pay particular attention to the sturdiness of the zips and stitching.

PLASTIC CONTAINERS

There are two reasons why you should invest in good quality plastic lunch containers: buying reusable items is great for the environment, and spills in the bottom of lunch boxes will be avoided. Forget about using old margarine and cottage cheese containers!

THERMAL CONTAINERS

You should never skimp when food safety is at stake. Your choice of a thermal container is crucial for your child's health. The temperature of a hot meal should always stay above 60°C, so it is recommended to use a thermal container made of stainless steel with double wall vacuum insulation.

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SCHOOL SUPPLIES
Let the race begin!

And they're off: the race to buy school supplies has begun. That's right, the time has come to head out to the stores, with your list at the ready, in search of school supplies, clothing, backpacks, and lunch boxes. After all, you want your children to have everything they need for the school year and for their teacher's class list. Here are a few tips to help you stay calm during all the tumult.

First of all, carefully examine the list of supplies requested by the school. These detailed lists can be big orders to fill, so start early, take your time, and do it right. Some stores organize their school supply section based on the lists supplied by the schools, while others offer personalized help in finding items on the list.

To save yourself some money, you could check the flyers of the various stores before leaving home. You could also buy some items, such as pencils, pads of paper, and exercise books, in larger quantities. That way you'll have everything at hand if your children run out during the school year — you won't have to go shopping yet again and pay the full price. Keep in mind that selecting products of a lesser quality could cause you a few headaches if they break or wear out too quickly. What you should be looking for is the best quality / price ratio.

Lastly, include your children in this shopping trip if they express the desire to accompany you, but be sure to set certain limits before you leave home. Let them know if there is a budget for extras, and if not, remind them that they are meant to be helpers rather than shoppers.

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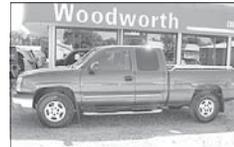
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TransCanada plans open house for Moosomin

Continued from Page 8

The 4,400 km Energy East pipeline system—including 1,400 km of new pipeline—would carry between 500,000 and 850,000 barrels of oil a day from Alberta and Saskatchewan to eastern refineries.

While the formal application for the project hasn't gone to the federal government yet, TransCanada has started communicating with land-owners about its plans.

After analyzing the results from the open season, if TransCanada decides there is a business case for Energy East, the company will make initial application to the National Energy Board by the end of 2013.

The company is hoping for approval by the end of 2015, and construction from 2016 to 2018.

Past pipeline construction projects have had a big impact on the local economy.

There is potential for some new permanent jobs at the Moosomin-area terminal/compressor station once Energy East is online.

While some provincial regulation will apply to the project, most of the regulatory process will be with the National Energy Board.

Part of the impetus for Energy East, besides the demand from western oil producers to get their products to eastern markets where prices are



This map shows where TransCanada intends to develop its Energy East pipeline to carry Western Canadian crude to eastern markets.

higher, is the fact that TransCanada has unused capacity in its main line.

The pipeline was designed to move huge volumes of natural gas from Alberta to Eastern Canada several decades ago.

Now that fracking technology has led to more natural gas production in the eastern half of North America, there simply isn't the need to transport as much natural gas to eastern markets.

This won't be the first TransCanada

line converted to carry oil instead of natural gas.

One of the pipes in the main line has been converted to oil service from Alberta to Winnipeg for the Keystone Pipeline.

The Keystone Pipeline carries oil from Western Canada to Winnipeg and then south to the United States.

Keystone XL, an expansion cutting across Montana and Wyoming from Alberta, is running into regulatory delays in the United States.

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Kennedy Rodeo Action

The Moose Mountain Pro Rodeo was held in Kennedy, Sask. from July 20 and 21 featuring many contestants straight from the Stampede. The rodeo is one of the few pro rodeos on the Prairies. Shown here is some of the rodeo action that weekend.



Kim Poole photos

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Crop sprayer works in two hemispheres

Continued from page 3

"Spraying with an airplane it's not an exact science. People do things differently even in the province of Saskatchewan, application volumes and swath widths are varying depending on what works and what doesn't work... and what the area is used to."

Nacho first came to Canada in 1994 to obtain his commercial pilot's license. He began flying floatplanes in Northern Ontario, but that didn't last for long.

"When I first moved to Canada... I always wanted to be a crop duster and (in) southern Ontario there's farms there but there's yards everywhere and airplanes are not used as much as they are here."

Nacho first moved to Saskatchewan in 2000 with his first crop spraying job in Moose Jaw and then started flying out of Elkhorn, Manitoba for a few years.

"And in 2012 we moved everything to Maryfield and started servicing the same area and the same customers by myself," Aguero said. "The gentleman I used to fly for sold me the airplane and I kept working."

Aguero is currently based in Maryfield. He also flies out of Wawota, Rocanville and other areas in the south-eastern Saskatchewan and southwestern Manitoba area.

"We bought a quarter section of land, we're building a runway, putting in a hangar," Aguero said. "(The service is) new to the area as a name but I'm not new to the area... as a service provider because I've been here for 13 years."

Aguero said he and his wife, Lynda, have their roots planted in Maryfield.

"This is where most of the agriculture heavily uses the airplane around here. I just started working around here, and I fell in love with the Pipestone Creek. The people of Maryfield have been instrumental in us setting up shop there because we have been welcome since Day 1."

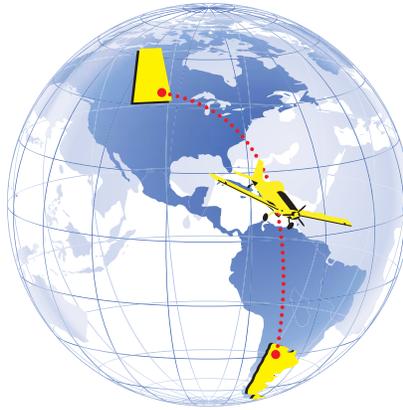
Between his summers in Saskatchewan and winters in Argentina, Aguero also delivers airplanes purchased in the United States to buyers in Argentina.

These planes are usually purchased to spray crops in South America. To get the aircraft to their destinations, the tanks that store the spray are converted to store fuel, which allows the planes to make the extended trip.

"It's quite unusual, you have to take (the airplanes) over water and over the Amazon," he said. "It takes about seven to 10 days to deliver an airplane."

Nacho is finding less time for his international aircraft delivery service since becoming more involved with helping farmers during harvest time.

"When I was just a pilot working for someone else, if fungicide season was over and there were no bugs, I



"But we've had to turn down a lot of customers this year too because fungicide is in such demand in such a short period of time. You are only allowed to do so much a day."

Aguero is considering expanding his business. "First I have to build the runway and a hangar so we can put away our airplane," he said. "Right now it's outside and every time there's a storm I can't sleep."

would just pack my bags and go," he said. "Now as an owner you have to take care of maintenance of the plane. When my customers are harvesting, I combine and help them out. That's made me very popular, because there's not a lot of help around here."

Aguero and his wife also foster puppies for Dog Guides of Canada every summer.

"We do the socializing part (Puppies in Training). When they go back to Ontario, they go into the professional hands of a trainer."

The puppies eventually become dogs trained to assist people with Autism, who are visually impaired, hearing impaired, and respond to seizures and other people with special needs.

"The dogs themselves become celebrities, people not used to seeing a guide dog, it's very rare," he said.

Aguero has adopted one retired dog guide named Nemo and two dog guides named Waylen and Chief who did not graduate the Dog Guide program.

Nacho says there is always a need for spray planes.

"There's a need here for more airplanes but there aren't any more. The land is not the best to spray around here, it's sloughy and bushy. So I think the bigger companies that have lots of iron stay where the potatoes are or where bigger fields are where the airplane is making a lot more money for the hour."



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