

Plain & Valley

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Lawrence, Swiegers reach new heights

Bronze medal at Skate Canada International marks first international success for pair

BY KARA KINNA

Paige Lawrence from Kennedy, Saskatchewan and Rudi Swiegers from Kipling, Saskatchewan have come home to the Prairies as international champions.

At the Skate Canada International competition held in Kingston, Ontario from Oct. 28-31, Lawrence and Swiegers earned a bronze medal in the pairs competition. It was a moment that marked the pair's first taste of international success, and an achievement that showed that the pair has reached a new level.

"It's big," says Patti Hole, who coaches Lawrence and Swiegers from Virden, Manitoba, where the pair spend most of their time training and teaching. "Any time you medal at anything, it always just takes you into the limelight a bit more, and people are paying a bit more attention to what they are doing now."

Lawrence and Swiegers caught not only the eyes of the judges at the Skate Canada International competition, but the eyes of the media. Several major newspapers referred to them as "crowd favorites," and a cheeky, smiling Paige Lawrence rides on the back of a grinning Rudi Swiegers in a large color photo published of the pair skating their short program in the *Globe and Mail* on Saturday, Oct. 30.

"It has opened doors, and now the phone calls are coming, the interviews are wanted," says Hole, who adds that the pair have been chosen to skate in a winter on ice show outside of Toronto. "When you get medals, things start to happen."

This was only Lawrence and Swiegers' second time skating at a senior international Grand Prix event. Last year the pair skated in Japan, and admit they were distracted by sharing the ice with Olympians.

This year, they knew their mindset would have



Paige Lawrence from Kennedy, Sask. and Rudi Swiegers from Kipling, Sask. skating at Skate Canada International where the pair won a bronze medal—their first-ever medal at the international level. The pair will be competing in the international Cup of Russia next week, and are aiming for the winter Olympics in Sochi, Russia in 2014.

to change.

"We knew we were capable of medalling," says Lawrence. "We just had to stay focussed and skate as well as we were practicing."

"Coming into this competition, we were trying to focus on ourselves and what we could do."

"That was our goal. If we skated up to our potential, we knew we could be contenders for a medal, and that was what we were aiming at—a podium skate."

"We thought, 'Let's focus ourselves and see what we can do,'" says Swiegers.

"Top four, that was quoted in the papers," says Hole. "I expected them in the top four."

"I felt like it was time. We're always going to competitions and going for the experience and to see how we'll do, and I thought 'It's time to go and pull our socks up—and let's go.'"

The short program that the pair skated was fun and upbeat, while the long program was intense and serious. Both Lawrence and Swiegers said it was wonderful skating for their fellow Canadians and competing in their home country.

"We wanted to go out there and play it up to the crowds and be aesthetically pleasing to watch," says Swiegers.

"We were really excited about it being our first-ever international medal. It was a great feeling. But it was multiplied a hundredfold because it was done in our home country, in front of our home crowd."

"I'm very thankful for how the crowd responded and reacted to our programs," says Lawrence. "We got a lot of reaction to our short program. It's an entertaining program and it's nice to be on the ice and hear the audience reacting with laughter and applause, and I think it helps that Rudi and I both have a lot of personality."

Continued on page 3

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Lawrence, Swiegers aiming for Olympics

Continued from front

"I really felt this was huge for us getting Skate Canada," says Hole. "People love them in Canada, and just to have the crowd behind them and the support, I thought it was a very positive thing for us." The bronze medal at Skate Canada International marks a significant step forward for the pair.

"Whenever you place in an international event of any kind, you gain international recognition because the results of that competition are taken back to each of the countries," says Swiegers. "So placing at an international event does take you up a step on the ladder."

"I think any medal only helps you boost your reputation or name in the skating community," says Lawrence. "It helps us get our name more widely known and taken more seriously, and as more serious contenders."

"For me as a coach it was neat to see them rewarded for all the work they have been doing," says Hole. "Were they perfect? Not even close. They've got so much more that they weren't able to deliver, and to be able to get a medal out of what we did, with the mistakes, we can be even better."

"To win a medal at this early stage, it's exciting. Really exciting. It's a really good start."

Swiegers and Lawrence are heading to Russia next week where they will compete in their second international Grand Prix event, the Cup of Russia from Nov. 19-21.

Skaters competing in the Grand Prix circuit are assigned to only two Grand Prix international competitions a year, where they gather points that affect their world ranking. Those with enough points will be eligible for the Olympics in 2014.

Lawrence and Swiegers say they are aiming for Sochi, Russia in 2014.

"Our long-term goal—Paige and I would like to compete and place in the Olympics," says Swiegers. "That's what it's really all about, that's the top, top level of skating in the world."

"For now, our goal is this season, but come 2014, Sochi is going to be the goal for us."

"We're looking at the 2014 Olympics. It's a long way away, but the work really does start now," says Lawrence.

"There is a really strong group of pairs figure skaters coming up in Canada. We have a lot of strength in up and coming teams in Canada, so it's definitely going to be a difficult task getting picked for the Olympics in four years, but it is definitely something that is obtainable." Something that makes

"For now, our goal is this season, but come 2014, Sochi is going to be the goal for us."

—Rudi Swiegers

Lawrence and Swiegers unique, as well as endearing to Canadian crowds, is the fact that they continue to do the majority of their training from the heart of the Prairies in Virden, Manitoba.

"What separates them is that these two have chosen not to go to the city," says Hole. "They have chosen to stay here and that's unheard of."

Hole, who has lived in Virden for 20 years, has never coached skaters to the level that Lawrence and Swiegers have reached.

"When I started, we never thought if it going to where it did," she says. "You just have two kids and have fun, and as they get going they start to get better, so I had to become better as a coach. As they got better, I had to get better, so it kept pushing me to do my job more and more."

Hole says she exposes the pair to as much expertise as she can. That exposure includes having 1984 and 1985 Olympic silver medalist pairs skater Lyndon Johnston come to

Virden on a regular basis to help coach the pair.

Hole points out that Johnston hails from Hamiota, Manitoba, and is happy to play a role in the young Prairie team's training.

"He came to Skate Canada with us and he will go to the Canadian championships with us," she says.

"I'm not scared to bring in people to help these two be their best."

Lawrence and Swiegers may be reaching new levels as athletes, but they are both humble about who they really are.

"Once we're back home and training again, we're just like everyone else," says Lawrence. "And that's how we like it. We wouldn't want it any other way."

"Both Paige and I are really humbled and really glad for the support from the local communities," says Swiegers. "Without them we wouldn't be where we are."

"At a competition someone will be asking for your autograph and you'll have a guy following you around with a video camera. Then you come home and have to teach a Can-Skate group, and they just see you as their coach."

"We're still just the people having fun, playing around at the rink."



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Feds' potash decision is welcomed

BY KEVIN WEEDMARK
The politicians who represent the Moosomin area in Ottawa and Regina welcomed the decision by Industry Minister Tony Clement Wednesday, Nov. 3 to block BHP Billiton's hostile takeover attempt of Potash Corporation of Saskatchewan.

BHP Billiton, an Anglo-Australian mining giant, had bid \$130 a share for PotashCorp. The offer was opposed by PotashCorp's board and by Saskatchewan Premier Brad Wall, who ordered a review of the offer, then lobbied the federal government hard to reject the deal, which would have cost Saskatchewan taxpayers as much as \$7 billion in lost revenue.

Clement rejected the bid Nov. 3, but under the Investment Canada Act there is always a 30-day period for appeal or re-submission before a decision is final.

"It's probably one of the most important issues we've dealt with as far as Saskatchewan is concerned," Souris-Moose Mountain MP Ed Komarnicki told the Moosomin *World-Spectator*. "There were 17-plus meetings on the issue. The constituents of Souris-Moose Mountain didn't want the deal to go through. They were opposed to the deal going through."

"The people who made their view known feel potash is very important to the economy of Saskatchewan, and that it is a depletable non-renewable resource, and that once the decision is made we won't be able to revisit it." He said the 13-member Saskatchewan caucus within the Conservative Party was working hard behind the scenes, although they made few public pronouncements on the issue.

"Generally speaking we were a united caucus," he said. "The issue is an important one. There is a process that is involved under the Investment Canada Act. You have to take everyone's view into consideration, those views go into the hopper and you have to come up with the right decision. It is a weighty decision, there's no question about it."

While the opposition Liberals and NDP vocally called on the government to block the deal, Komarnicki points out that the Liberals never stopped a foreign takeover since the passing of the Investment Canada Act, which replaced the Foreign Invest-

ment Review Board. "Since the Investment Canada Act came in, 1,560 applications have come through, and all but one of them were approved," Komarnicki said. "The one that wasn't approved was during our term," said Komarnicki.

"You have Ignatieff saying he would never approve a takeover like this, but the reality was his government didn't turn down any foreign investment." Komarnicki is happy with the decision to block the deal.

"I call it a big win for Saskatchewan, for Western Canadians, and for Canada," he said. "It was a particularly good decision for constituents."

He said the issue was a complex one. "Anyone who wants to wrap their heads around where some of the issues are would do well to read the Conference Board of Canada's report."

"To have a decision like we had yesterday was a remarkable decision and one that goes to the core of natural resources and their intrinsic value in the province."

Moosomin MLA and Speaker of the Legislative Assembly Don Toth said that provincial legislators had been waiting with rapt attention for the announcement from Ottawa, and were pleased to see that Premier Brad Wall's lobbying efforts paid off and the BHP Billiton takeover was blocked.

Toth said the legislature broke Nov. 3 so MLAs could hear the federal industry minister's announcement.

"This is a big decision for Saskatchewan," Toth said. "Saskatchewan campaigned hard and we were listened to in Ottawa."

"Based on everyone I chatted to or who has talked to me about it, people are pleased they came up with the decision they did."

"We certainly don't want to be seen to be closing the door on investment but in this case the decision was the right one."

Toth said that while the decision took some time, he was pleased to see the level of public debate over the issue.

"Questions of this nature and decisions of this nature do take some time and do take some thought," Toth said.

"The premier had indicated that they would be taking time to look at all the options and make sure they had turned every

stone in examining this. "Investment Canada looked at all the options. The federal government had its input from Invest-

ment Canada, and on top of it they've got provinces approaching them with

their input. "These decisions take time. To really do an in-

depth study takes time but is always the appropriate action."

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Calder's books keep message of peace alive

Author seeks to share her father's message of kindness during Second World War

BY KARA KINNA

In 1945 a Canadian soldier named Edmund Joseph Donais did something unlikely while he was stationed in Leer, Germany during the Second World War—he befriended and supported a German family that not only struggled to feed themselves, but struggled with the devastation caused by the war.

Now, 55 years later, the daughter of that soldier—Marie Donais Calder—has taken up her father's story of friendship as a message of peace. Calder, who lives in Estevan, Sask. has written a series of novels inspired by her father's generosity in a time of strife.

"As I started to write, it became apparent that it was my job now to tell the stories and there are going to be times when it's very difficult telling these stories, but I'm going to do it," says Calder.

Calder began working on *The Other Side* series in 2001. She has completed

and were impoverished, and Calder's father did what he could to ensure the family had enough food. Soon, he became an integral part of the family's life and a close friend.

Calder says she understands why her father felt compelled to help.

"My dad was missing his own three little boys in Alida," she says. "He didn't know what they looked like or sounded like. They didn't know their daddy. He didn't know how long he would be gone."

"When he met Johann, he was obviously starving, and my Dad's heart just reached out to him. I can just imagine so clearly what happened when my dad saw Johann. I can see my dad going without food to save them (the family). That's how Dad was. He always put others before himself."

Calder's father came to know the German family intimately and was involved in their lives

involved with the enemy on a personal level?" and the answer was always 'no,' and I started to realize that my father's situation was different."

Calder says her father—who hailed from Alida, Saskatchewan and later lived in Tilston, Manitoba—was known as a generous man back home in his Prairie communities, and she's not surprised that he took a German family under his wing regardless of the criticism he would have received.

In her books, she outlines her father's stubborn insistence that, despite the atrocities of the Nazis during the Second World War, the family he had befriended were just normal people struggling with the devastation of war, and deserved as much assistance and respect as anyone else.

Her books follow the twists and turns of life in wartime Germany through the eyes of her father and the German family, eventually coming to a point when her father must return to Canada, and leave the German family behind. The books continue to explore the fallout of war for both the German family and Calder's father after he leaves.

was missing in her life. She just wanted to meet these people."

Armed with a few photographs and letters, but few names, Calder began a search for the family. She eventually found the family that her father had befriended, and her brother accompanied her mother to Germany for a visit with the only remaining family member—the eldest of the five children. Their visit was videotaped, and afterwards, Calder began to correspond with the daughter by letter.

Calder, a former Kindergarten teacher, had never written a novel before—only children's books up to that point. But after a visit to a writer in residence in Estevan, she was inspired to begin writing.

While writing the books came relatively easy to Calder, publishing them proved to be much harder.

"In 2002 I started submitting to publishers and getting rejection letters," she says.

One of those publishers was Borealis Press in Ottawa.

After being rejected by publisher after publisher, in 2006 Calder decided to submit her manuscripts one last time all of the Ca-



Author Marie Donais Calder with a necklace that her father made during the Second World War. The necklace makes an appearance in Calder's fifth book. Calder keeps the necklace around her neck at all times.

In 2006 when Calder had submitted her manuscript to Borealis Press, the company was in the process of moving into a new office. Four boxes of manuscripts that were supposed to be delivered were instead left in the corner of a moving company warehouse, where they sat for two years until someone finally found them and delivered them to their proper location.

Frank Tierney, the vice

and to multiple generations. I am excited about the idea that our young people and older people are finding something in common in the books. I'm feeling that these books are finding a common ground and a common language, and the younger people are appreciating what the older people have done."

Calder says her books are about peace, not war.

"These books are not about war, they are about picking up the pieces that are left when you've been through a tragedy or trauma, and that can apply to my life and your life. In this case it was war."

Calder says she wants to share the message of her books with rural communities on the Prairies because her parents were rural Prairie people. She has done numerous school presentations and book signings in small towns around Saskatchewan and Manitoba. She will be doing a book signing and reading at the Manor library on Nov. 17 and at the Cozy Nook in Tilston, Man. on Nov. 21.

Calder says her father was a good man who always took care of others. Now that he is gone, she says, it is her responsibility to carry his goodness forward with her stories.

"My father died young," she says. "I feel like my father was kind of like the Olympic flame. His love shone through, and even when he was gone, his love was left behind for us, and I'm going to carry that torch. I feel that I was handed a torch, and it's my mission to carry that torch and to spread the goodness."

"In our world we are so caught up with negativity, and yet there is a lot of good out there. I know my dad lived to his dying day doing good things, sacrificing himself and putting others first."

"In our world we are so caught up with negativity, and yet there is a lot of good out there. I know my dad lived to his dying day doing good things, sacrificing himself and putting others first."

—Marie Donais Calder



A photo of Edmund Joseph Donais, who befriended and cared for a German family during the Second World War. Marie Donais Calder has based her novels on the story of her father's kindness in the face of adversity, and the devastation caused by war for ordinary people.

four books to date, and is working on the fifth book in the nine-book series. Two of the books have been published, and the third book is set to come out this month.

The series is part fact, part fiction, based on her father's real experience with a German family in 1945. The first book starts in 1945 when her father met and befriended a 10-year-old German boy (named Johann in the book) while stationed in Leer, Germany. Johann and his family had suffered greatly from the war,

as both a caregiver and a friend—something he took flack for from his fellow soldiers in both the book, and in real life. Although her father is long gone, Calder says, years later, as she began doing research for her books, she realized just how unique her father's actions were during the Second World War.

"I started getting interested in my dad's role. I didn't know how unique it was," she says. "I started asking Canadian soldiers 'When you served overseas, did you get in-

Calder says the experience of leaving the family behind was a painful one for her father, as he worried about what would become of the family, who had already suffered at the hands of Polish soldiers.

"Dad was hurting," says Calder. "He knew when he left Germany he was leaving that family in jeopardy. In 1946, a letter from Carla (one of the family members) confirmed that."

"I think for him it must have been just excruciating. And like so many men, he didn't talk about the horrors of war, but to my mother he talked a lot about the German family."

Calder says it was her mother's actions at age 81 that inspired her to write about her father's experience in Leer.

"In 1998, she was 81 years old, and she really felt that she had one thing left in life she wanted to do, and that was meet the family that Dad spoke of when he came home from Germany," she says.

"He died many years ago, but that was kind of like a piece of him that

nadian publishers. Still, she had no luck.

"In 2008 I thought my father was a Saskatchewan soldier, I'm going to submit again to the two Saskatchewan publishers, and I was rejected," she says.

Calder was not only rejected, she was dejected.

"When that happened, I gave up in 2008 and I quit writing the novels," she says. "I had three completely written, and the fourth one was started, but my character had shell shock and so did I."

"I just couldn't get going on it."

Then something unusual happened. Two years later, in February of 2010, on her little brother's birthday, Calder was in Florida where she spends part of the year when she received a phone call from someone Borealis Press.

"Imagine my surprise," she says. "I could hardly believe my ears when he said 'This is Frank from Borealis press and I owe you an apology. You submitted some manuscripts back in 2006.'"

The big world of small town monuments

BY CHRISTALEE FROESE
There are a lot of big things in a lot of small towns.

Take the giant Indian's head in Indian Head, Saskatchewan or the towering Moose in Moose Jaw, Saskatchewan.

These welcoming statues make sense—they're fabulous, fitting and fun.

But when does fun become too much fun and not enough fabulous?

Maybe when you put a cowboy hat on a pinto bean (Bow Island, Alberta), a flower in the hair of a dancing potato (Vauxhall, Alberta) or a bird in the hand of a banana (Melita, Manitoba).

Now, you can call me an unfair judge of fruits and veggies with arms and legs, but when town mascots of the edible variety cross over to dress like human "beans," that's where I draw the line between fabulous and not-so fabulous.

My curiosity in town statues was piqued recently by a CBC radio interview with David Yanciw who has a website featuring many of Canada's "big deals" in the area of small-town monuments.

And while I am tempted to target some tacky statues, Yanciw makes the point that all town mascots are a sign of survival, whether it's Walter the whooping crane in Govan, Saskatchewan,



Christalee Froese photo

Sammy and Samantha Spud cheerfully welcome visitors to Vauxhall, Saskatchewan.

Aaron the Blue Heron in Barrhead, Alberta or Josiah Flintabatey Flonatin (no kidding) in Flin Flon, Manitoba.

Whether they have actually recouped their investment in erecting it (world's largest piroy in Glendon, Alberta), I do not know.

What I do know is that this town created a reason for being. In my work, I have had many opportunities to work with and analyze

small prairie communities and I am amazed at the differences in attitude you come across. In some places, everyone there has

given up on the town surviving and in other places the town will never disappear because the residents just won't let it. Sometime, when you are in the neighbourhood of a "Big Thing," stop by, take a look, buy something and help the town survive.

So, in retrospect, I have to say that I was drawn into Bow Island, Vauxhall and Melita largely because of their mascots. And, while there, I did stop at the Vauxhall Co-op to buy some road snacks, I did eat a wonderful homemade meal in Melita and I did stop in Bow Island for gas.

And while I am still extremely tempted to write a short diatribe entitled, "how not to treat your town statue" (ie: no hats, heads or hands), you can't really argue with success. The fact that I purchased a Diet Coke while taking an "out-of-my-way" trip to Vauxhall to see Sammy and Samantha Spud in person is enough to kill any plausible argument I could have to the contrary.

Plan on dear towns, making your town statue any old thing that attracts attention—even if it's an "appealing" banana!

Christalee Froese welcomes comments at Lcfroese@sasktel.net or visit www.westwords.net.

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Manitoba launches new heritage farm program

In celebration of farm families that have maintained continuous production for 125 or more years, Manitoba launched the new Heritage Farms designation as Agriculture, Food and Rural Initiatives

Minister Stan Struthers presented official signage last week to Betty and Walter Heaman who farm northwest of Verdun.

"Families like the Heamans that have successfully maintained their farms from generation to generation have contributed significantly to the stability of rural life, rural communities and economic growth in the province," said Struthers. "These families have witnessed and experienced first-hand the evolution of farming in our province, surviving the tough times and celebrating the good

times." Betty's great-grandparents homesteaded the original property in 1882 starting with a quarter-section of land. A second quarter-section was added under her father's ownership. Since her marriage to Walter, the farm has grown to include 6,500 acres, where the family grows wheat, oats, barley, canola, flax and peas. They also have a few feeder yearlings and operate a pedigreed seed-cleaning business. The family has also grown to include three sons: Doug, Bob and Ken and their families. Doug's children

Jason, Brittany and Quinton and Bob's children Krystle and Aidan, and Ken's son Brett also help on the farm. "Farming is all we've ever done. We kept the farm because we like the lifestyle and when you are your own boss you get to make your own choices," said Betty. "As our children and grandchildren have come to appreciate the land, we are confident that this next generation will continue on the tradition of farming." Approximately 500 families in Manitoba qualify for the Heritage Farm

designation as they have maintained a farm within their family for at least 125 consecutive years. To date, more than 1,500 farms have already been recognized for reaching a century of operations. "We are proud to recognize and encourage the sustainability of the family farm by honoring those who have met the challenges of the constantly evolving agriculture industry," said Struthers. "We congratulate them all and encourage them to join the Heaman family and step forward and be recognized."

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2007 MF 7480 \$104,900 140hp, fwa, CVT, self level loader, fully equipped, 750 hours	1989 DEUTZ ALLIS 9130 \$18,000 135hp, fwa, 18 speed ps	2008 MF 7480 CALL 140hp, fwa, CVT, self level loader, 350 hours
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USED COMBINES

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2004 MF 9790 \$161,900 900/65:32, 16.9R26, chopper, chaff spreader, fieldstar, 973 hrs	1999 Case IH 2388 \$109,500 Axceller, specialty rotor, chopper, spreaders, rock trap, pu header with swathmaster pu, 1865 hours	1994 MF 8570 \$48,000 Chopper, CS, Swathmaster pu, 2125 hours
		1983 MF 852 \$2,500 Chopper, PU

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2005 MF 8000 \$28,000 30' flex, U2 reel fore/aft, poly	1996 NH 973 \$12,500 30', flex, pur	1997 MF 9700 \$10,900 30', HCC pur	1991 MacDon 960 \$10,000 25', pur
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2007 MF 9435 \$94,900 36', U2, skid shoes, gauge wheels, 650 hours	2004 MF 9220 \$64,900 30', U2, gauge wheels, 800 hrs	1999 MF 220II \$48,500 30' pu reel, gauge wheels, sch drive, 1358 hours
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Sun Country patients in RQHR:

Beds at Broadview to take overflow

BY KEVIN WEEDMARK
While five beds remain closed at Deer View Lodge in Wawota—in the Sun Country Health Region—a Moosomin physician says the Regina Qu'Appelle Health Region is taking patients who cannot be handled in Sun Country.
Dr. Michael Plewes told the World-Spectator that Moosomin's South East Integrated Care Centre is often about 30 per cent occupied by patients from the Sun Country Health Region and the Regina Qu'Appelle Health Region is planning opening five beds at Broadview to handle the overflow.
"Our hospital is very busy, and we're seeing a lot of patients from Redvers, Maryfield, and Wawota," Plewes said.
"I did a count yesterday, and 30 per cent of the hospital patients are Sun Country patients. I've got three patients in there I would like to manage in Wawota. Wawota has the

staff to take care of these patients. They've got the facility.
"They've got five excellent trained registered nurses. I can see why people in Wawota are crushed by this."
Plewes said the local physicians have been in discussions with the RQHR over how to handle the overload of patients. "We have been meeting with our district over the last few months, and they will be opening five beds in Broadview so when Moosomin hospital gets full we will be moving patients over to Broadview. It will be primarily Redvers, Maryfield, and Wawota patients going, so these beds at Broadview will help make up for the closed beds at Wawota."
Plewes said Moosomin's acute care beds are almost always full.
"We're pretty much always full," he said. "This morning we're only 95 per cent full."
He said Moosomin's

"I can see why people in Wawota are crushed by this."

—Dr. Michael Plewes

physicians absorbed a lot more files with the reduction of services in the northeast part of the Sun Country Health Region, partly because clinics in Estevan closed their doors to new patients.
"We'll see anybody who comes to the clinic or the hospital," he said. "Some clinics in Estevan closed their practices, forced people to come up north. It put patients in a bind none of those doctors will see them there. We have not refused anyone."
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when Moosomin hospital gets full we will be moving patients over to Broadview. It will be primarily Redvers, Maryfield, and Wawota patients going, so these beds at Broadview will help make up for the closed beds at Wawota."
He said doctors raised the issue with RQHR because of the influx of Sun Country patients.
He said the RQHR spoke with Sun Country about the

influx of patients from the south, and couldn't come to an agreement, and decided to open the beds at Broadview to take the pressure off Moosomin's facility.
Plewes said Moosomin's acute care beds are almost always full.
"We're pretty much always full," he said. "This morning we're only 95 per cent full."
He said Moosomin's physicians absorbed a lot more files with the reduction of services in the northeast part of the Sun Country Health Region, partly because clinics in Estevan closed their doors to new patients.

"We'll see anybody who comes to the clinic or the hospital," he said. "Some clinics in Estevan closed their practices, forced people to come up north. It put patients in a bind. None of those doctors will see them there. We have not refused anyone."
RQHR spokesman Bill Carney said Friday that the announcement had not been made about opening the beds at Broadview, but "it's in the works to ease overcapacity at Moosomin."
He expected an announcement on the beds to come from RQHR this week.

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Local businesses giving away a Fiesta

For the fifth year, businesses in the local area are getting together to give away a car this Christmas season. For the first time, the Christmas giveaway also includes a second prize—\$1,000 worth of gas from Borderland Co-op.

The Christmas car giveaway is co-ordinated by the World-Spectator, but publisher Kevin Weedmark says that it's dozens of local businesses working together that make it a success.

"Any individual business would have a hard time pulling off a promotion like this in a rural community," Weedmark said.

"The only way we can afford to give away a car is by pooling the resources of a lot of local businesses. Fortunately, we have a lot of community-minded businesses in our area, and that's why this giveaway has been a success for a few years now, and why we will be able to reward someone again this Christmas for shopping locally during the Christmas season."

The World-Spectator co-ordinates and promotes the Christmas giveaway. That job includes everything from printing posters and tickets to doing all the legwork involved in purchasing a car and having it on display throughout the area for two months.

The promotion has three major sponsors—

the Moosomin Chamber of Commerce, Borderland Co-op and Bear Claw Casino—and their financial support helps make the car giveaway possible.

There are 32 participating business locations in Moosomin, Rocanville, Maryfield and White Bear First Nation. These are the business locations where people can actually receive tickets on the car. Each participating business has 500 tickets to give away.

Each business chooses how to give its tickets away. Some businesses give the tickets to their best customers over the year.

Some set a dollar amount and reward every shopper who spends more than that amount during the Christmas shopping season with a ticket on the car.

Some high-volume businesses with large numbers of customers hold in-store draws to give away their tickets.

There are also five corporate sponsors supporting the promotion this year.

Weedmark says he believes the promotion is meeting its original goal of rewarding people for shopping locally.

"When people shop at participating businesses in the area between now and Christmas, they have a chance of winning this car," he said. "It's a way of showing people that lo-



Kara Kinna photo

Car Giveaway starts now

The World-Spectator Christmas Car Giveaway starts today. Local businesses are working together to give away a 2011 Ford Fiesta to reward one person for shopping locally. Participating businesses around the area each have 500 tickets to give away on the car. Second prize this year is \$1,000 worth of gas from Borderland Co-op. The car is currently on display at Co-op Marketplace Foods in Moosomin, and will be displayed at different participating businesses until the draw Dec. 21.

cal businesses really care about having their support, and it's a way of rewarding one person who has supported the local businesses."

The promotion is a lit-

tle different each year—Chevy, Pontiac, and Ford vehicles have been given away, all supplied by either Bradley's GM or Celebration Ford.

But Weedmark says that

every year one thing has stayed the same.

"The best part of the promotion is actually giving the car away," he said. "We do a lot of draws and giveaways through the World-

Spectator, and people are always thrilled to win a prize, but nothing beats being able to tell someone that they have won a new car, and to hand over the keys to them."

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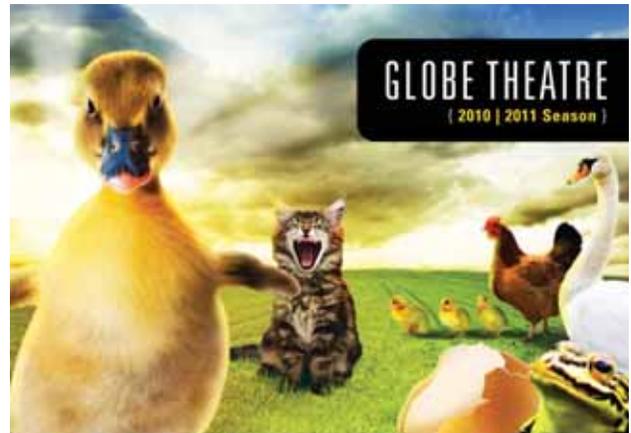
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Santa Paws comes to town
 "Santa Paws" made a visit to Langenburg and Rocanville on Saturday, Oct. 23, posing for photos with local pets who were then rewarded with a treat bag afterwards. Santa Paw's visit was organized as a fundraiser for Guardian Angels, a local pet and animal rescue organization. Above: Carlee Leclair and her dog Chico pose for a photo with Santa Paws. Top left: A cat has its photo take in Santa Paw's lap.



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Competition bureau will not challenge BHP's bid

BHP Billiton said Friday, Nov. 6 that Canada's Competition Bureau will not challenge its attempt to buy PotashCorp, a takeover that was rejected earlier that week by the federal industry minister under the Investment Canada Act.

The Anglo-Australian miner has until Dec. 3 to amend its offer in hopes of winning approval by Industry Minister Tony Clement, who rejected the foreign takeover deal as not being a "net benefit" to Canada.

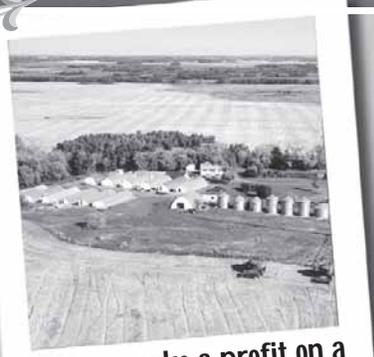
BHP has said it is exploring its options and will meet with the investment review division and Clement. The company has offered nearly \$40 billion U.S. or \$130 per share for PotashCorp in a hostile takeover attempt.

Potash Corp of Saskatchewan is the world's biggest producer of potash, a key component used in fertilizer, which has been rising in value on demand from farmers everywhere seeking to improve crop yields.



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19	FRIDAY	BRED COW SALE	11:00 AM
22	MONDAY	BUTCHER CATTLE SALE	9:00 AM
24	WEDNESDAY	FEEDER CATTLE SALE	9:00 AM
26	FRIDAY	BRED COW SALE	11:00 AM
29	MONDAY	BUTCHER CATTLE SALE	9:00 AM
30	TUESDAY	SHEEP SALE	12:00 PM

DECEMBER

1	WEDNESDAY	FEEDER CATTLE SALE	9:00 AM
3	FRIDAY	BRED COW SALE	11:00 AM
6	MONDAY	BUTCHER CATTLE SALE	9:00 AM
6	MONDAY	BRED COW SALE	1:00 PM
8	WEDNESDAY	FEEDER CATTLE SALE	9:00 AM
10	FRIDAY	SPRINGCREEK SIMMENTALS & GUESTS FEMALE SALE	1:00 PM
13	MONDAY	BUTCHER CATTLE SALE	9:00 AM
13	MONDAY	BRED COW SALE	1:00 PM
15	WEDNESDAY	FEEDER CATTLE SALE	9:00 AM
17	FRIDAY	BRED COW SALE	11:00 AM
20	MONDAY	MOUNTAIN VIEW FARMS DISPERSAL SALE	10:00 AM
22	WEDNESDAY	REGULAR CATTLE SALE	9:00 AM

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Brothers in Arms:

James Hoey, bomber pilot and the little brother who still honors his memory

BY KEVIN WEEDMARK

Small Prairie communities supplied many of the sailors, soldiers and airmen who fought for Canada during the Second World War.

Drop into any small town Legion or church and you will usually see a roll of honor from the two World Wars that make it appear that every young man went off to war.

Bud Hoey and his older brother James grew up in Kelso, which—like every Prairie town—was to provide more than its share of young men for the war effort.

"My dad was section foreman," Bud Hoey explains. "Kelso was really something then. It had two good grocery stores, a cafe, a station agent, a butcher shop, two passenger trains a day, and a lot of freight trains."

"On a Saturday night, people would come to Kelso. Saturday night was a big night. Hambleton brothers had a store. It was Oscar Hambleton nicknamed me Bud."

Why Bud? "I really admired my brother. I really looked up to him. Whenever he was home on leave he gave me 25 cents. I would go to the store and buy 25 cents worth of Maple Buds, so the store owner started calling me Bud. I guess it stuck."

James Hoey applied to join the Royal Canadian Air Force in June of 1941. On the advice of the recruiting officer, he applied to be a pilot. On his air force application form, he noted his mechanical and woodworking skills and wrote that he had no experience flying—not even as a passenger.

However, the recruiting officer who interviewed Hoey noted that James was confident and sincere, and reported that he "Appears to be somewhat reserved . . . however may develop into a good type for air crew, after a little preliminary training."

Left: Bud and his older brother James pose for a photo on March 8, 1942.

Right: Bud in his child-size air force uniform, worn with pride.

Sometimes Bud would get a visit from his brother at the most unexpected times.

"When Jim was in Yorkton training on Tigermoths, I would be out playing by the section house, and once in a while a Tigermoth would come just roaring down and fly right between the water tower and the house," Bud recalls.

"It was Jim. He wasn't supposed to do that, but he did that a few times."

Several family photos show Bud and his older brother posing together, James in his Royal Canadian Air Force uniform and Bud in a child-size uniform.

"My mother bought that for me and I wore it with pride," Bud says. "I wanted to be just like Jim. I guess he was my hero."

After James Hoey enlisted in 1941, he trained at Penhold, Alta., Calgary, Edmonton, Prince Albert and Yorkton. He was sent overseas in May of 1942.

A newspaper report tells the story of a bombing raid undertaken by James Hoey and his crew on April 11, 1943:

The wires on the intercom system sizzled and glowed red hot as a flow of picturesque incentive came through from the rear turret.

"No blank blank blanking Jerry's going to blanking well stop our leave," said the Cockney rear-gunner.

His four Browning guns were trained on the lithe shape of a Focke-Wulf 190, one of Germany's deadliest night-fighters, and as he spoke he gave it a long, steady burst from the four spitting guns. At the same time, from his turret above the fuselage of the Stirling, the mid-upper gunner, another cockney, rapped out four staccato bursts with his two brownings.

Tracer from the FW 190 streamed past the bomber, but the Londoner's fire was better aimed. What damage was done to the enemy fighter isn't known, but he had enough, and immediately broke off his attempt to send those on the bomber to a flaming death instead of the leave they were due shortly to enjoy.

A second FW 190 lurking well astern, evidently leaving the dangerous work to his comrade, then made a half-hearted attempt to attack, but made a clumsy overshoot and disappeared without firing a shot.

It was the first time the Canadian captain of this Stirling, 22-year-old Sgt. Jim Hoey of Kelso, had seen an enemy fighter, though an hour before they had been attacked by a JU88.

The crew's leave was due to start almost any time after they got back from this mine-laying trip far south in the Bay of Biscay, but as the hours passed it seemed to them fate was going to make it as tough as possible for them to get away on that long-planned low-level on London.

Crossing the English channel on their way out, one of their four engines suddenly cut out, and for 20 minutes they were flying on the remaining three.

"With our full load of mines I couldn't maintain height," said Hoey. "It looked as if we would have to put our dinghy drill into action. We flew along for about 20 minutes, losing height, then just as suddenly, it started again. We felt very happy, but the incident put us all on our toes."

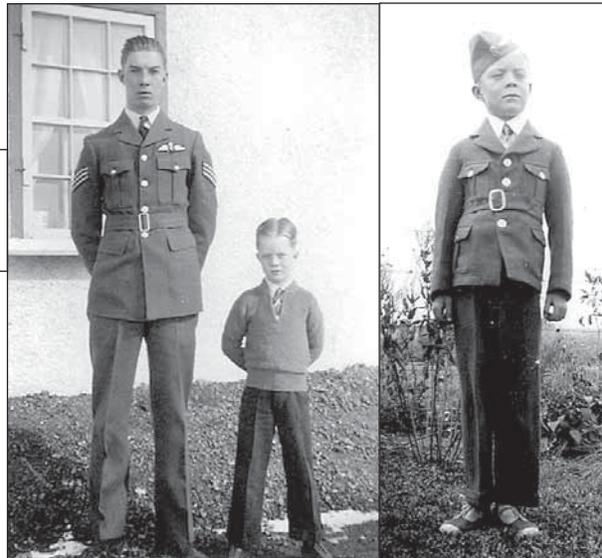
It was just after their mines had gone that the JU88 attacked, and seven men began to wonder if they would get that leave.

The night was clear. A half moon shone from the port beam, and white clouds 3,000 feet below made a pattern with the darkness beneath them.

The rear gunner saw the JU88 coming up from dead astern.

At 100 yards, it started to fire and red tracer from its guns passed close by the bomber.

Hoey did evasive action — "Some I invented myself, I think"—and made for the cloud cover below.



We never reached it for before he had lost much height the Cockney gunner had driven the Junker's pilot away.

One long burst from his guns was all that was needed to send this hun about his business. "We'll get our leave after all maybe," said the rear gunner.

Before he joined the Royal Canadian Air Force, Hoey was a mechanic in a garage at Wawota.

But the 20-year-old six-footer seemed to the recruiting officer to be the right type for a pilot.

"I'd never thought about flying until then," Hoey recalls, "but when the recruiting officer suggested it, I thought I'd have a try at it."

He is the only Canadian in his crew, which he thinks is the best in the squadron. Five of them are English. The sixth, the flight engineer, is Scotch.

Although they returned safely after their combats with the JU88 and FW 190, the seven lads didn't get their leave right away.

Two nights after the mine laying trip, they took off for Duisburg, but not waiting this time until they got as far as the English channel, one of their engines cut out within a minute of their take off. Quick action was necessary, as they were only at 200 feet altitude.

Hoey reached for the jettison toggle. Down came the cans of incendiaries they were carrying, and an irate chicken farmer spent the rest of the night digging whole roast chickens out of the embers of his henhouses.



James Hoey, in centre, with part of the Stirling bomber crew he led.

But his language was still nothing compared with the rear gunners, who again saw the crew's leave endangered. But a day or two afterwards the crew took off once more, this time in daylight. Objective: London. Method of attack: All out.

Once they recovered from their R and R in London, the crew was airborne again, but the bombing run that dark night in 1943 would have a different outcome.

It was June 24, 1943. The Sterling Mark III bomber was loaded up with incendiary bombs and sitting on the tarmac at Downham airfield.

James Hoey was to pilot the flight, but on this occasion

he had a second pilot on board. It was not unusual to send new pilots on a raid with an experienced crew before their first bombing raid.

Many crews resented having anyone on board other than their own crew as they felt it was unlucky or would upset the cohesion of the crew.

Hoey and his crew took off at 23:43. Their bomber was among 630 aircraft that took off from southeastern England that night, bound for the Eberfeld district of Wuppertal, Germany. Another district of the industrial town had been destroyed in May, and the objective this night was to demolish the Eberfeld district of the town.

As those 630 planes headed south and east, hundreds of German night fighters were being prepared to meet them at airfields across the Channel. Of those 630 planes, 34 would not return that night.

On one of those German airfields, Hans Authenreith was preparing to intercept the bombers in his Messerschmidt 110. Hoey had led his crew on 14 successful bombing and

mining raids before this night. Authenreith had taken down 13 Allied bombers before this night.

The German early warning radar stations picked up the bombers, the night fighters were dispatched, and Authenreith used his onboard radar to pick up individual bombers and target them.

At 2 a.m. German time he picked up Hoey's aircraft on his radar and moved in for the attack.

Authenreith would down his 14th Allied bomber that night.

The Sterling bomber was hit and exploded in mid-air, and the wreckage came down in a small village in Belgium. The following morning, Authenreith and his gun-



James Hoey piloted Short Stirling bombers like these during the Second World War.



James Hoey, at left, with his family, mother Margaret, father John, sister Merle, brother Johnny, and in front, his little brother Bud.

The big brother, the tall pilot Bud Hoey looked up to as a hero, will be remembered.



Top: The wreckage of Hoey's plane at Kaggevinne, Belgium.

Above: The pilot and gunner who shot down the Hoey's bomber pose by the wreckage for a photo the following day. The pilot, Hans Autenreith, is second from left with papers in his hand. To the right is his gunner.

ner visited the site to have photos taken with the wreckage.

The people of the village, Kaggevinne, buried the bodies of the fallen airmen in the village cemetery. A photo of the funeral shows a large crowd gathered around for the funeral service.

One curious 15-year-old Belgian boy explored the wreckage until he was chased away by a German soldier approaching on a bicycle.

The news of the downing of Hoey's aircraft came to rural Saskatchewan, like everything else, from the train station.

"Everybody got so when they saw the station agent coming with a brown telegraph envelope they just froze because they knew it was bad news," Bud recalls.

"I remember what the telegram said—missing, presumed dead. That's all we heard for I don't know how long. You always have hope he's going to be all right. You hope that maybe he was still alive, maybe a prisoner of war. It was a long time until they could tell us that he was dead."

It was June 25, 1943 that James was reported missing. It wasn't until the following January that the air force could confirm to the family that he was killed that night over Belgium.

Bud says that, in the long years since the Second World War, the memory of his brother has been kept alive in various ways. In 1955 the provincial government named Hoey Lake, next to Uranium City, in his honor. A few years back, the Wawota Legion Branch put together a binder of information on James.

Then, two and a half years ago, Bud visited the Bomber Command Museum of Canada at Nanton, Alberta. "Two and a half years ago, my boy asked me if I wanted to go to the bomber museum, and we went," Bud says.

In front of the museum is a big memorial wall with all the names of the Commonwealth soldiers who were killed in the bomber squadrons. There were 55,000 killed, and of those 10,000 were Canadian. "Bud was proud to find his brother's name on the memorial.

After Bud returned from Nanton, he ambled into the Country Squire Inn for coffee one day and sat down to

talk to Anthony Leeds.

"Anthony is from the Nanton area, so I told him I was up there to see the museum, and I told him about my brother. He got home and went on the internet, and found out that someone in Belgium was looking for information about him."

Luc Swinnen is an amateur historian in Belgium. It was his father who explored the wreckage of Hoey's plane after it came down, and had to run when a German soldier came along.

Swinnen was looking for information on the airmen who had been on the plane, as he is preparing a book.

Emails have been going back and forth between Moosomin and Belgium as Swinnen, Hoey, and Leeds share the information they have.

The process has brought a lot of Second World War memories back for Bud. "It has brought a lot of memories back," says Bud. "A lot of things I hadn't thought about for years."

Besides information that helped clarify exactly what happened to James Hoey's plane that dark night over Belgium, Swinnen was able to provide something tangible.

"He sent us part of the plane," says Hoey. "I was real happy to get it." Decades after his brother disappeared, Bud has something more tangible than a telegram—something he can hold in his hands that marks that night.

Swinnen was able to provide Bud with a small piece of a rudder hinge from the tail of the airplane. Villagers had saved it, and now half of it is in a museum in Belgium, and half is in Hoey's hands.

And the memory of James Hoey, besides being preserved in Bud's memory, on a few war memorials, and in the name of a lake at the end of the runway at Uranium City, will be preserved and honored in Luc Swinnen's book.

The big brother, the tall pilot Bud Hoey looked up to as a hero, will be remembered.



Above: Funeral held by villagers in Kaggevinne, Belgium for the fallen allied pilots. Right: Grave marker of Warrant Officer J.W.D. Hoey



New housing starts take off in 2010

Urban housing starts in the first 10 months of 2010 increased by 60 per cent over the same period in

2009 according to a report released by CMHC Nov. 8. Saskatchewan had the second highest percentage

increase in Canada during that period. Saskatoon had an increase of 104 per cent and

Regina posted a 36 per cent rise in construction starts in the first 10 months of 2010 compared with last year.

"Home construction has really taken off this year partially due to an increase of our population," Enterprise Minister Jeremy Harrison said. "With a strong economy, more jobs and higher earnings, Saskatchewan consumers are confident and financially able to invest in new homes." Saskatchewan's urban housing starts for October 2010 were up five per cent from last October, the fifth highest percentage increase among the provinces. Half

of the provinces had a decrease in October housing starts when compared with 2009. "So far this year one of the most significant improvements was on the multiple units which were up by 106 per cent over the first 10 months of 2009," Harrison said. "The surge in multiple units is a good indication that the positive investment climate is allowing investors more opportunities in a thriving housing market."

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