

# Plain & Valley

Covering Southeast Saskatchewan and Southwest Manitoba

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## A piece of the mountains on the prairies

BY KHANG NGUYEN

In a valley in the prairies, a piece of the mountains can be found.

Asessippi Ski Area and Resort has been providing mountain-like experiences for 15 years, and are not stopping any time soon.

The hill opened in early December and operates until early April.

Blue Moffatt, a manager at Asessippi, says that they have been experiencing a good year despite the weather conditions.

"We watch the weather every waking minute. The worst thing that could happen would be someone stranded up on those aerial lifts."

There were a couple of days where the hill had to close down this year due to the extreme weather.

"We have a cut off, and once we know it's going to be too cold, we close."

Moffatt says that the cut off is around the -25 C degree mark but can vary depending on wind conditions.

"We have a mass e-mail that goes out to the surrounding community, businesses, and hotels. Anybody that will be coming in and we try our darnedest to re-book hotels for the people coming in."

"You want to protect them and you want them to have a good experience too. It's a safety concern more than anything. We'd be open from dawn to dusk if we could," Moffatt says.

Since January 22, the resort has changed hours to be open every day, weather permitting. The chair lifts begin operating at 9:00 a.m. and closing times vary from 4:30 p.m. to 8:00 p.m.

Asessippi has 27 different runs, including two terrain parks and two snow tube runs.

The runs go from easier, intermediate to expert labeled with colors green, blue and black.

The hill includes three separate chair lifts: Squirrel, Porcupine and Bear.

The ski hill gets custom-



Khang Nguyen photo

A couple of snowboarders take a break before getting on the chairlift.

ers from all around Canada as well as the northern parts of the United States. Regular customers come from a 300-mile radius, says Moffatt.

"It's a combination of Manitoba and Saskatchewan. I would say 40 per cent Saskatchewan and 60 per cent Manitoba."

"We know that we've got a lot of return customers. We got some clients who come out on a regular basis. It's an addictive sport and they have to have their fun."

Moffatt says that they see around 22,000 to 24,000 school kids a year.

The ski hill provides ski and snowboard lessons from certified instructors.

Moffatt says that there are around 30 instructors.

Patrons interested in taking lessons will become students of Asessippi's Snow School where they can take private or group lessons.

Traudi Scharnagle, Snow School Manager, says that they can have snow school students off the bunny hill in a half an hour.

Many schools from around the area have field trips to Asessippi throughout the season.

Scharnagl says that the hill can have about 600 students come to Asessippi daily.

"The first school usually comes in at 9:30 and they are out on the hill by 10:00."

"We get all the writeups from the schools and we put them on a sheet and see how many beginners or intermediates we have. From there we see how many instructors we need."

Asessippi provides a rental service that includes everything a beginner needs to ski including a helmet, skis, snowboards and boots.

Scharnagle, who has been an Asessippi instructor since 2001, says that all of the instructors at Asessippi have gone through proper training to be Snow School instructors.

"They have to take a level one course and they have to be 15 years old to take the course," Scharnagle says.

"Course conductors come here but we have two instructors here who can teach the course as well."

The certificate is from the Canadian Ski Instructors' Alliance course which is a three-day introduction to ski teaching, technique and methodology.

Moffatt says that the instructors are tested annually.

While having a level 1 is enough to teach at Asessippi, Scharnagle says that many instructors have gone beyond that.

"We can do level two. We have lots of level two instructors here and some level three."

Scharnagle says that the higher levels are for more

advanced teaching which Asessippi provides for skiers or snowboarders who are looking for more advanced lessons.

Recently, along with ski and snowboard lessons, Asessippi has started to offer snowbike lessons.

Snow bikes are bicycles that have their front and back wheel replaced with skis. The rider has smaller skis on their feet. The snow bike is a newer addition to the Asessippi hills and is an easier alternative to skiing.

Asessippi also has two hills for downhill snow tubing. Snow tubing is a popular choice among patrons of Asessippi.

Continued on page 16

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# Russell's Main Street has had a makeover

BY KHANG NGUYEN  
 "I don't need to go down Main Street to go home at night, but I do because it is just so pretty to look at," says Lorraine Brown.

The town of Russell has put a lot of work into rejuvenating the look of Main Street.

Brown, who is part of the Main Street Revitalization Committee, says that they have worked long and hard to improve the look of Main Street.

"The Main Street Revitalization Group has been around for ten years now in one form or another," Brown says. "The group was basically concerned business people and citizens that formed a committee to take a look at how we can rejuvenate Main Street and our community."

Russell's Main Street is located directly off of Highway 16. Brown says that the initiative was to try to increase tourism and business in the town.

"As a rural area, we are realizing that in order to progress, we can't just rely on agriculture. We have a couple of fairly big drawing cards between the ski hill and Lake of the Prairies with large cottage developments."

"People are driving by us. Rather than drive by us, we want them to come into our community, and in order to do that you need to make your community attractive and you want to attract new businesses."

Brown says that Main Street has been able to attract new business owners and visitors.

"We've opened three new businesses in the last six months— young people who have decided to invest in the community. We want to attract people off the highway. We need to give them a reason to not drive by, but to come in and spend some time and hopefully spend some money."

The town has been getting new residents as well.

"When they've been asked why they moved, they say they were looking for a place to retire that would offer them affordable housing, health care, but a community that was also progressive, and that there were recreational things they could do."

"When they see our website and our Main Street with the arches and what we've done in the last few years to try and ensure that our community stays viable and vibrant, they

are really intrigued by it."

Brown says construction began in 2009 and the town was helped with funding by the government.

"There was a grant given by the federal and provincial governments. It was a joint initiative to be used to create employment in under-employed sectors. We matched that money and we started looking at how we can improve our Main Street."

The town was given \$650,000 which they matched, bringing the project total to \$1.3 million.

"Part of the funds we were given, we used to hire local people and we lifted the sidewalk blocks along Main Street, and laid electrical conduits underneath them. The trees have pot lights buried in the ground lighting our trees."

"It has created an area where people can sit and read a book, spend some time, go out for walks."

The biggest change on Main Street may be the six sets of wood arches over the street's intersections.

"They were used in the arena in Dauphin and when Dauphin rebuilt their arena, they were going to discard them."

"Someone visiting Dauphin found that they were demolishing the arena and that the arches were originally made in Russell. The arches were purchased and brought back here and we hired an architect to give us some ideas on what we could do on Main Street, and this was one of their suggestions."

Despite the good business the revitalization has brought, Brown says it was not without controversy.

"We did come up against some resistance to it," Brown says. "If there was a negative, many people felt we were spending taxpayers' money on this, which wasn't case. This was money that would have been earmarked for the Main Street project. It wouldn't have been able to be used for another project. The government was very specific in how we used the funds."

"Change is never easy to accept. Generally the resistance comes out of ignorance. When people take the opportunity to actually investigate and find out the truth about what is being said, often they do find out for themselves that

they've been given misinformation."

"You're always going to have naysayers and generally, those are not the people that allow your community to move forward, and have vision, and I try not to give credence to that."

Brown says that the makeover has been good for the town, despite the opposition.

"I would say 99 per cent of the people are now very proud of Main Street. I think what happened is, the ones who were really unsure if it was necessary are finding that they have family coming home now."

"We had our 100th anniversary and I heard nothing but positive comments from people of how proud they were to come back to a community that was so attractive."

"I think the Main Street Revitalization group has worked very hard in the last ten years to try to maintain a vibrant, attractive community, and I think we've done a good job."



Wood arches are erected over the intersections on Main Street.



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# Wedding Guide

## Where to celebrate your honeymoon?

If your ideal honeymoon involves a faraway place, there are many destinations off the beaten path worth considering.

A stay in South Africa can be envisaged at almost any time of the year. A visit to the western part of the country, including to the Cape and for safaris at reserves such as Shamwari, Tsitsikamma, and Ado, is best planned between September and May. For the eastern zone, including the area of Kruger National Park and neighboring private reserves, the period from April to November is more suitable.

The Mexican Caribbean and Pacific coasts are ideal for winter, spring, and fall trips. The hurricane season is typically from August to mid-October, and June is the rainy season. One of the most popular tourist destinations is Cancun, situated on an immense coral peninsula surrounded by the turquoise waters of the Caribbean.

Visit Tahiti from the middle of April to the middle of October, when trade winds are more active and the temperature is slightly more comfortable. Count on seeing spectacular beaches, where the water temperature hovers around 24 to 28 °C. It



is even warmer in the lagoons and on the beaches sheltered by the barrier reefs.

A trip to Brazil can be planned at any time of the year, although the Amazon and the Pantanal are best visited from June to September. Unless you've booked far in advance, try to avoid Rio de Janeiro during Carnival in January and February. The Brazilian summer vacation period can also make for over-crowded beaches.

*Live your honeymoon dream to the fullest in celebration of your new life together.*



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# Wedding Guide

## When it comes to weddings, flowers make a huge difference

Flowers play an important role in any wedding. That's why they should be entrusted to a professional who will be able to create a magical, original and tasteful ambiance.

Thanks to their extensive knowledge of the colours and etiquette of flowers, florists can propose various arrangements for decorating the church, vehicles, reception hall and tables, as well as for decorating the clothing of the wedding party, such as the bouquets for the bridal party, boutonnieres for the groom's party and corsages for the guests of honour. They can advise you on the different varieties of flowers and create arrangements that reflect your taste and budget. In addition to delivering the flowers, some florists



will also install them according to your instructions.

The best way to help your florist best meet your

needs is to give him or her as much information as possible about what you like and what you don't like. You also need to give your florist ample time. A wedding is a huge event, so it's best to consult a florist several months before your wedding date. Regularly check in with your florist to make sure everything is coming along smoothly.

To create a harmonious overall effect, your florist needs to know which colors will be used as decorations, the colors that will be worn by the wedding party, the number and size of tables, etc. You also need to clarify all the details with your florist regarding the total cost, method of payment and delivery. This will help ensure there are no misunderstandings.

## Today's bride and groom are connected

The bride and groom of 2014 are likely to be digitally connected, using social networks and internet throughout their daily lives. And it's not because their wedding day is fast approaching that they'll shut down their computers!

Social networks such as Twitter and Facebook are now an integral part of everyday life for many young people. It is easy to combine these modern methods with more traditional wedding preparations.

Social network sites can be used to send invitations and reminders and also to express mood. For themed weddings especially, small "nibbles" of informa-

tion can be sent, little hints to let guests know more about the ceremony. Steer them in the right direction about the dress code or ask them for music suggestions. Post photos and video clips featuring the bride and groom-to-be and let your friends and guests have a great time commenting on them.

Many future couples create a blog, recount-

ing the organization of their wedding from start to finish. For the uninitiated, a blog is like a private diary that is made public or opened to select friends on the internet. In fact, many wedding blogs can be found online these days. They are useful for other future couples, as everyone shares advice on how to organize a successful

wedding.

Perhaps the most useful application of the internet in wedding planning, Brides-to-be can

post their wedding gift lists online. This makes it easier for guests to know the needs and tastes of the couple.

*A new trend for many future couples is the use of social networks to let their guests know all about the wedding.*



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# Recycling programs differ throughout area

By KHANG NGUYEN

Single-stream recycling is almost one month old in Moosomin but other towns in the area have been enjoying single-stream recycling for years.

Since January 1st the residents of Moosomin have been able to put all recyclables into one bin at the landfill.

Single-stream recycling accepts paper, cardboard, tin, aluminum, and plastic.

The talk of curbside recycling has been growing and could be a possibility for Moosomin in the future. Some towns in the surrounding area have been utilizing single-stream recycling for years while some others are still looking to begin recycling programs.

## Rocanville, SK

Rocanville has a comprehensive recycling program that incorporates single-stream or commingled recycling, says Monica Merkosky, Rocanville town administrator. The town of Rocanville has been able to commingle their recyclables for two years now. Before commingling, the townspeople were able to recycle these materials but they had to sort the materials and drop them off themselves. The residents still have to drop the recyclables to the transfer station themselves but the town, under Red Coat Waste Resource Authority, have been discussing the idea of curbside recycling with Loraas Disposal.

"That is something that will be initiated by Red Coat and I know that they are working on getting a price right now with Loraas Disposal to determine what curbside recycling is going to cost," Merkosky says.

## Wapella, SK

Wapella is another town that has a single-stream recycling program under Red Coat Waste Resource Authority. The residents of Wapella are still encouraged to sort their recyclables before dropping them off at the transfer station, Melissa Raiwet, Wapella town administrator says.

The town of Wapella does not have a curbside recycling program but Raiwet says that the town administrators have recently started to inquire about a program that could work for the town.

## Redvers, SK

"Really all we have is SARCAN" Bonnie Rutten, Redvers town administrator says. The town of Redvers currently does not have any other recycling options other than SARCAN. All materials are put together with the garbage. Rutten says that recycling is an important issue at the council table, and they are looking into providing a recycling program for the residents of Redvers.

## Whitewood, SK

The town of Whitewood has single-stream recycling through Red Coat Waste Resource Authority as well. Sharon Rodgers, town administrator, says that they have had the commingled recycling process for a couple of years. Like other towns, curbside recycling is being discussed by Red Coat and Loraas.

## Maryfield, SK

The village of Maryfield has recycled through Red Coat Waste Authority since 2007. Ward Frazer, village administrator, says that the town switched to single-stream recycling a year ago after having problems with the in-town recycling program. "People were abusing it. It became an issue with Red Coat where their recycling people were going to refuse to recycle" says Frazer.

Frazer says that curbside recycling is something that will come to Maryfield in the near future.

## Kennedy, SK

The village of Kennedy also recycles with Red Coat Waste Authority and have been utilizing single-stream recycling for a year, says village administrator Jane Johnson. At the moment, the village does not provide curbside recycling but Johnson says it would be beneficial for the town. "I think we'll get a better turnout for our recycling program because when you have a curbside garbage program, and it's not full, who knows what people do."

## Fleming, SK

The town of Fleming works with Rotave Sanitation Services to recycle. This recycling program is a service paid for by the residents of Fleming and at the moment, there are two bins that can hold paper and cardboard materials, says Phil Hamm, Mayor



Khang Nguyen photo

The recycling bins in Rocanville still have labels on them but the town has been participating in single-stream recycling for years.

of Fleming. The materials are brought to Moosomin where they are combined with Moosomin's recycling.

## St. Lazare, MB

In St. Lazare, the residents have curbside recycling pick-up every week says village administrator Rick Fouillard. The recycling program is a single-stream system and the materials are delivered to Virde where they are combined with the town's materials.

## Elkhorn, MB

Elkhorn has a recycling depot located in the village. Curbside recycling is done by the village foreman for the village of Elkhorn as well as the Rural Municipality of Wallace and allows a variety of materials to be accepted including glass, says village office assistant, Beckie McLeod. "A good portion of the community recycles because it is so easy—you just throw it out on the curb side and it gets picked up" she says.

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# Komarnicki upset with turmoil in Ukraine

BY KHANG NGUYEN

Protests and uproar continue in Ukraine as citizens of the Eastern European country continue, to grow unhappy over the governments actions.

Since November, Ukraine has been in a state of unrest since President Viktor Yanukovich rejected a deal from the European Union in favor for a deal with Russia.

Souris-Moose Mountain MP Ed Komarnicki who has visited the Ukraine twice and has a Ukrainian background, says that Ukraine is experiencing a dark moment in its history.

"It's probably a turning point in the history of Ukraine. What's at issue is whether they go back to their old Soviet ways or they turn towards the west and naturally go forward in developing their democratic system, their justice system, and judicial system," says Komarnicki.

"It can't go backwards. I think it would be a tragedy if it did, and I think the people realize that this is an important time in their history, and they don't want to see a government that is corrupt. They want to see government that incorporates some of the vast Western values that we have. Build towards that and work with the West both on the financial point and aide point to get Ukraine back on track."

The riots have been ongoing since Nov. 21. Citizens of Ukraine were heavily in favor of the government signing a trade pact with the European Union however President Yanukovich did not sign the deal after immense pressure from the Russian government.

Many Ukrainians, believed that a deal with the European Union, would have provided the help that Ukraine's economy needed.

"The internal situation in Ukraine is not that good," Komarnicki says. "They've got issues economically in terms of how well their economy is, or isn't doing and obviously there is a pull towards Russia and signing the agreement."

"The citizens realized that by aligning in an agreement that was very complex and detailed with Russia, they see it actually going the opposite way."

On Jan. 16, President Yanukovich signed

"I think the people desire a more democratic Ukraine and they've gone through a lot over history. As long as they have it within them to want to change, there is always hope."

—Ed Komarnicki

an anti-protest law that essentially banned any form of protest. Citizens would face jail time if they participated in free speech, wore a helmet or a mask, or if the media criticized the government, among other things.

"Doing things like saying the Ukrainian Catholic Church would lose its license if it participated with the protesters or prayed and encouraged them. When you start passing laws like that, you're going backwards and it's not acceptable. Ukrainian people do not find that acceptable, so you can expect the kind of action that has been taken. I think we've reached a point where it's going to take a lot to convince the people to not push harder and further, and I'm not sure what it might be, short of the president resigning and calling an election," Komarnicki says.

Komarnicki says that part of the blame has to go to the political system and that the citizens had little choice left.

"They haven't much else that they can do. When you look at how the political system is set up and the way elections work, they know the odds of changing that system is not good unless they have somebody that respects the fundamentals of the free and democratic state."

"They have no way of expressing themselves or doing anything except putting in the kind of pressure they have been doing. That last vestige in what they have in terms of convincing their government has resulted in laws being passed. If you haven't got the will of the people while doing that, you're in a dangerous place because they are not likely to accept it."

Komarnicki, who travelled to the Ukraine in 2012 last year to be an international election observer, says that his time there gave him hope for an improvement.

"I saw people engaged, I saw people

who were exhibiting in western values and were engaging in the political system as far as it went. I was hopeful that the situation would improve over time."

Last week, President Yanukovich rolled back the anti-protest law.

"There have been some issues that needed to be addressed and it looks like the president has made some steps in repealing some of the laws that I certainly find not acceptable and accepted the resignation of the prime minister, so there is one movement there," Komarnicki says.

Last week, the House of Commons had an emergency debate to discuss the situation in Ukraine.

"Personally, what I talked about is the laws that they passed and why I felt that they were inappropriate and unjust. We talked about some of the actions that were taken by the security forces and condemned those. Many individuals spoke of those particular areas and recommendations of what Canada should be doing beyond denouncing them."

"You want to be sure that the leadership understand that their actions are signifi-

cant and are detrimental in the long term of Ukraine and that you want to get their attention, and I think we've done that."

"The Ukrainian Canadian Congress was heavily involved in listing a series of suggestions of what they thought should be done."

"There is unanimity in that it needs to be condemned. I think the unanimity diverges in what Canada can do. How hard do we push, what kind of sanctions do we put in place and what can we do that will not hurt the Ukrainian people but will move the situation along towards some sort of resolution."

Komarnicki says that staying engaged in the situation is the biggest thing Canadian people can do at the moment.

"Continue encouraging the Canadian Government to take the strong stand that they have. I would say stay engaged, see what is happening and over the next while, the appropriate actions will be formulated and hopefully communicated."

Komarnicki says that he is hopeful that the situation will improve.

"I think the people desire a more democratic Ukraine and they've gone through a lot over history. As long as they have it within them to want to change, there is always hope."

"It'll be an ongoing situation I'm sure and we'll see how it all ends up. I'm hoping that the turn is for the better and not for the worst."



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# Gov't study shows problems with fat tax

CP—Newly released documents show the Manitoba government has looked at the idea of a junk food tax in the past, but has found problems.

Documents obtained by the Canadian Taxpayers Federation under freedom-of-information laws show bureaucrats and cabinet ministers discussed a special tax on junk food.

One civil servant note said there was little evidence to suggest a tax would reduce people's consumption of junk

food. "Health-related food taxes continue to be discussed as a policy option for obesity prevention and for addressing other health goals," reads a discussion paper from June 2012 prepared by Paul Fieldhouse, a policy analyst in the Department of Healthy Living.

"A major problem confronting any food tax proposal is scientific uncertainty about the complex nature of relationships between diet and health."

Another report noted

that Denmark was forced to repeal its junk food tax because it was difficult to administer and it put jobs at risk.

The taxpayers federation says it is releasing the documents in advance of this weekend's NDP convention, where some grassroots party members are pushing the tax.

One of the more than 150 resolutions up for debate calls on the province to impose a junk food tax and commit the money raised to health promotion.

"It's disturbing that this idea keeps coming up because the government research . . . shows that these taxes don't work," federation spokesman Colin Craig said.

Finance Minister Jennifer Howard flatly rejected the idea Wednesday. "We will not be introducing any kind of tax on what is considered junk food," Howard said. "This is an interesting idea . . . and we certainly ask questions about it, but it's not something we're going to pursue."




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# Energy projects offer First Nations road out of poverty

The recent protests in New Brunswick against proposed hydraulic fracturing (fracking) has put a spotlight on the Elsipogtog (Elsi-book-took) First Nation, which has been extremely vocal in its opposition to proposed shale gas exploration. But however sincere these protests, they are ultimately misguided.

The protesters fail to recognize the opportunities that could be available to the Elsipogtog First Nation from shale gas exploration and extraction. The unemployment rate among the Elsipogtog First Nation is 32 per cent, that in a community of approximately 1,900 members with a median age of 25. With an unemployment rate comparable to countries such as Afghanistan and Mali, there is clearly an opportunity to bring prosperity to this young, growing and unemployed community through positive partnerships with resource development.

Yet the statistics of Elsipogtog First Nation are not unique. In fact, the data paints a similar picture for Aboriginal communities across the country located near proposed oil and gas projects. In British Columbia, for example, 28 per cent of B.C.'s First Nations communities stand to benefit from the seven major oil and gas projects currently proposed and the average unemployment rate for these communities is a staggering 33 per cent. In Alberta, where 44 per cent of First Nations can benefit from the five proposed oil and gas projects, the average unemployment rate

## Ravina Bains

for these communities is 27 per cent. While these First Nations represent a highly unemployed population, they also represent one of the youngest demographics in the country. The median age for First Nations communities is 26 years of age compared to 41 for non-aboriginal Canadians. Two points are clear from these statistics: first, every proposed oil and gas project in Canada affects at least one First Nation's community and secondly, these young and highly unemployed communities are sorely in need of jobs. Oil and gas development can provide those jobs and a way out of poverty and into prosperity.

While there are obstacles to overcome, such as education levels and specialized skills training for community members, solutions can be derived from successful partnerships between oil and gas developers and First Nations. One such example is the partnership between Haisla Nation and Chevron Apache, which is supporting a \$360 million liquefied natural gas project in British Columbia. It's estimated that project will provide more than 5,000 construction and 450 operational jobs once completed.

For many remote and rural First Nations communities, oil and gas projects may be the only proposed economic development opportunity in their area and can be a lifeline out of dependency and into

prosperity. And for communities such as Elsipogtog First Nation which have a young and highly unemployed population, partnering

with resource development can be a way to lower their unemployment rate to a level which is comparable to the rest of Canada. Oil and gas development provides an opportunity for remote and impoverished First Nations community members to obtain jobs and prosperity, and these remote, unemployed communities provide oil and gas developers with an untapped labour force with boundless potential - these are unique opportunities that cannot be overlooked.

It is given that First Nations communities revere and demand protection of their environment, and do not want to see their landscapes ravaged or their ecosystems degraded. But it's also given that First Nations communities want to see gainful employment for their young people, and prosperity for themselves, their families, and their friends. Partnering with resource developers, not protesting against them, is the way to achieve these ends.

*Ravina Bains is the associate director for the Centre for Aboriginal Policy Studies at the Fraser Institute and author of Opportunities for First Nation prosperity through oil and gas development.*



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# Now that's television!

I don't know if this is a record, but I haven't watched TV since 1985.

Regular programming, I mean. I continue to tune in if the weather looks particularly growly, when there's an election going on or if we still have a Canadian team in the Stanley Cup playoffs.

Or if I happen to find myself in some part of the country that carries the Log fire channel.

Are you familiar with the Log fire channel? I discovered it by accident years ago in Thunder Bay. Turned on a TV to the local MacLean-Hunter cable channel and there it was—a log fire burning in a fireplace in full, blazing color. No voice-over, no commentary. No annoying used car hustlers, or commercials for detergents, beer or banks; no blow-dried news readers keeping me abreast of the latest body count in the Middle East . . . just, a fire, burning peacefully in a fireplace.

I guess from time to time the logs were replenished by



Arthur Black

an unseen hand, but I can't say for sure. I was mesmerized by the simple beauty of a burning fire.

Norwegians know all about this. Each year, NRK, the Norwegian public broadcaster, puts on a 'National Firewood Night'—twelve straight hours of a TV camera trained on a burning fireplace. Twenty per cent of Norwegian TV watchers tune in. CBC programmers would sacrifice their mothers for numbers like that.

The success of National Firewood Night emboldened NRK to try other broadcasting adventures. In 2009, viewers got to ride vicariously on the cowcatcher of the Bergensbanen, a train that chugs through tunnels and mountains and valleys and plains between Oslo and Bergen. More than a million Norwegians went along for the trip—on their TV sets.

This past winter, viewers were treated to 18 hours of salmon swimming upstream. Anyone who found that plot too complicated could watch 100 hours of Norwegian grandmaster Magnus Carlsen pondering his next chess move.

Other epics on NRK: five straight days on a cruise ship plying the west coast of Norway, or a 'sheep to sweater' docudrama that takes you from shearing the sheep through spinning the wool, through knit-one-purl-twoing the pattern all the way to finished product—a Norwegian sweater, nach.

It's slow TV—an idea whose time has come. Lise-May Spissey, the producer of the knitting marathon, encapsulates the concept perfectly. "All other TV is just speeding up," she told a German reporter. "We want to break with that. We want to allow people to finish their sentences."

Amen to that. And amen to the Log fire channel, wherever it burns. Life doesn't get much more beautiful or satisfying than the contemplation of a log fire burning in a fireplace. 'Indian TV' Joseph Boyden called it in his wonderful book, *Through Black Spruce*. All I know is, I prefer it to most of the fare offered by the North American networks. If you're fortunate enough to get the Log fire channel, throw away your channel surfer. You don't need it.

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# Ecole St. Lazare looking out of town for students

The school in St. Lazare is currently facing a slump in enrollment.

Ecole Saint-Lazare principal, Mario Tanguay, says that enrollment has decreased a considerable amount over the years.

"Fifteen years ago we had 150 students and we used to have something in between eight to 15 kids in kindergarten, and now it is something more like five to eight."

The K to 12 school currently has 70 kids enrolled. Their biggest class has 14 students.

Ecole Saint-Lazare is a French school where kids take classes from math to physical education in French.

Tanguay says that about 90 per cent of the students come into the school not knowing French but all graduate being bilingual.

The school is a part of the Division Scolaire Franco-Manitobaine. Currently, the division has 24 different French schools like Ecole Saint-Lazare. With 5,175 students enrolled in French schools across Manitoba, the status of French edu-

cation is rising.

According to Division Scolaire Franco-Manitobaine, over the last ten years they have seen an increase of students of 16 per cent.

While overall, the status of French schools in Manitoba is increasing, the school in St. Lazare is decreasing.

Principal Tanguay says there could be a number of reasons why enrollment numbers are down.

"A lot of people are moving out," Tanguay says. "If you go to college or university, you don't come back here. There's not really any room here to build a house or to buy something."

According to Census Canada, St. Lazare's population has decreased by 4.2 per cent while Manitoba's population has seen a 5.2 per cent increase in the same amount of time.

The kids who attend Ecole Saint Lazare come from all around the area, says Tanguay. The school has kids from Birtle, Rocanville and the RM of Fort Ellice, for example.

This year the school

expanded their bussing system to Saskatchewan, which is a good start, Tanguay says.

But the enrollment problem is deeper than location and transportation, Tanguay says.

He believes that bilingualism may be becoming an unpopular choice with parents.

"People are scared that if you learn two languages, your English won't be very good. Learning something new is sometimes discouraging for the kids but if you don't make a big deal out of it, kids will think it's a game."

Tanguay says that it's likely that parents who don't know French probably won't put their kids in a French school.

"When you don't know French, you figure your kids will never be able to do it. And because most people are not bilingual, they think, why should my kids be?"

Tanguay argues that the learning of French is not detrimental to a kids education and that it should be mandatory in all schools.

"The problem is that it

is hard to find someone who can speak and teach French," he says.

Ecole Saint Lazare currently has nine staff members and three teacher aides. Despite its low numbers, The school has many things that any other school does — full sized gym with a large electronic score board, a volleyball

team, a library, a science lab, a computer lab with 12 portable lap tops, and a brand new play structure and garden.

The school has tried advertising and contacting French families from around the area. Tanguay says that it has increased interest in the school but admits that they need to continue

their efforts.

"I think for a long time we were not doing a lot. The more and more we were thinking we decided that we should be proud of ourselves — we're doing good here, good things. Maybe some people don't believe in it but we know what we can do" said Tanguay.



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Khang Nguyen photo

Principal Mario Tanguay pointing at a Franco-Manitobaine flag painted on a hallway wall.

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 <p>STOCK# 13135A</p> <p><b>2011 Buick Regal CXL</b></p> <p>2.0L Turbo A-C-T PW-PL-PS Htd. Leather, Buckets, Sunroof, 18" Alum, Bluetooth, Keyless, Black, 21,906 kms</p> <p>RETAIL: \$24,995</p> <p><b>SALE: \$23,995</b></p>	 <p>STOCK# 9576</p> <p><b>2011 Chev Avalanche K1500 LT</b></p> <p>4X4, 5.3L V8, A-C-T PW-PL-PS, Buckets, 17" Alum, White, 51,221 kms</p> <p>Retail: \$32,995</p> <p><b>SALE: \$31,995</b></p>	 <p>STOCK# 9581</p> <p><b>2013 Chev Tahoe 1500 4WD</b></p> <p>4X4, 5.3L V8, A-C-T PW-PL-PS, 9-PASS, 40/20/40 Bench, 17" Alum, Steps, Brown, 32,120 kms</p> <p>RETAIL: \$39,995</p> <p><b>SALE: \$38,995</b></p>	 <p>STOCK# 14248A</p> <p><b>2011 GMC Sierra 1500 Crew</b></p> <p>SLE, 5.3L V8, A-C-T PW-PL-PS, 17" Alum, 40/20/40 Bench, Chrome Pkg, White, 47,764 kms</p> <p>RETAIL: \$28,995</p> <p><b>SALE: \$27,995</b></p>	 <p>STOCK# 13135A</p> <p><b>2013 Toyota 4 Runner Ltd.</b></p> <p>AWD, V6, A-C-T PW-PL-PS, Ltd. Leather Buckets, 7-Pass, 18" Alum, Keyless, Sunroof, Rear Camera, Black, 14,600 kms</p> <p>RETAIL: \$49,995</p> <p><b>SALE: \$48,995</b></p>	 <p>STOCK# 13357C</p> <p><b>2011 Chev Cruze LT</b></p> <p>1.4L 4 Cyl Turbo, A-C-T PW-PL, Buckets, 16" Alum, Connectivity Pkg, XM, Black, 57,545 kms</p> <p>RETAIL: \$18,995</p> <p><b>SALE: \$17,995</b></p>
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**- PRE-OWNED CARS -**

- 2013 Chevrolet Cruze LT**  
1.4L 4 Cyl, Turbo A-C-T PW-PL, Buckets, Connectivity Pkg., Keyless, XM, Silver, 21,222 kms  
STOCK# 9562  
RETAIL: \$19,995 **\$17,995**
- 2013 Chevrolet Impala LT Sedan**  
3.6L V6 A-C-T, PW-PL-PS, Buckets, 17" Alum, Like Bluetooth, Black, 25,269 kms  
STOCK# 9562  
RETAIL: \$19,995 **\$18,995**
- 2013 Mitsubishi Lancer SE**  
2.4L 4 Cyl, A-C-T, PW-PL, Buckets, Keyless, 16" Alum, Sunroof, Black, 12,369 kms  
STOCK# 9572  
RETAIL: \$20,995 **\$19,995**
- 2012 Chevrolet Impala LT Sedan**  
3.6L V6 A-C-T, PW-PL, Buckets, 17" Alum, Remote Start, Bluetooth, Silver, 49,136 kms  
STOCK# 14199A  
RETAIL: \$18,995 **\$17,995**
- 2011 Buick Lacrosse CXL**  
3.6L V6 A-C-T, PW-PL, Htd Leather Buckets, Sunroof, 18" Alum, Remote Start, Bluetooth, Spoiler, Luxury Pkg., White, 50,516 kms  
STOCK# 14184A  
RETAIL: \$25,995 **\$24,995**
- 2011 Buick Lacrosse CL Sedan**  
3.6L V6 A-C-T, PW-PL, PS, Cloth Buckets, 18" Alum, 18" Alum, Sunroof, Bluetooth, White, 22,454 kms  
STOCK# 14121A  
RETAIL: \$25,995 **\$24,995**
- 2011 Kia Rondo EX**  
4 Cyl., A-C-T, PW-PL, Htd Leather Bench 17" Alum, Keyless, Sunroof, CD, Charcoal, 72,885 kms  
STOCK# 13265A  
RETAIL: \$16,995 **\$14,995**
- 2010 Chevrolet Impala LS Sedan**  
3.5L V6 A-C-T, PW-PL-PS, Keyless, 17" Alum, Buckets, Blue, 100,350 kms  
STOCK# 13412B  
RETAIL: \$11,995 **\$10,995**
- 2010 Dodge Charger Sedan**  
3.5L V6 A-C-T, PW-PL, PS, Htd Leather Buckets, Keyless, Alum, Wheels Bluetooth, Silver, 45,889 kms  
STOCK# 9573  
RETAIL: \$19,995 **\$18,995**

- 2009 Chevrolet Impala LS Sedan**  
3.5L V6 A-C-T, PW-PL-PS, Bench 6 Pass Remote Start, 16" Alum, Flip & Fold Flat Seats Spoiler, White, 162,573 kms  
STOCK# 813076A  
RETAIL: \$11,995 **\$10,995**
- 2008 Chevrolet Impala SS Sedan**  
5.3L V8, 303hp, A-C-T, PW-PL-PS, Htd Leather Buckets, 18" Alum, Con Pkg., XM, White 135,851 kms  
STOCK# 9577  
RETAIL: \$14,995 **\$13,995**
- 2008 Infiniti G35 X**  
Premium V6 A-C-T, PW-PL-PS, Htd Leather Buckets, Keyless, Alum, Wheels Black, 94,159 kms  
STOCK# 14020B  
RETAIL: \$15,995 **\$14,995**

**- PRE-OWNED TRUCKS -**

- 2011 Chevrolet Equinox LTZ**  
AWD 3.0L V6 A-C-T, PW-PL-PS, Htd Leather Buckets, 19" Alum, Pwr Liftgate, XM, Chrome Pkg., Bluetooth, Black, 47,615 kms  
STOCK# 14236A  
RETAIL: \$39,995 **\$28,995**
- 2011 GMC Terrain SLT AWD**  
2.4L 4 Cyl, A-C-T, PW-PL-PS, Htd Leather Buckets, 17" Alum, Bluetooth, Black, 60,164 kms  
STOCK# 14286A  
RETAIL: \$23,995 **\$22,995**
- 2011 Jeep Grand Cherokee Overland 4x4**  
3.6L V6 A-C-T, PW-PL-PS, Htd & Cooled Leather Buckets, Sunroof, Navigation, 20" Alum, Remote Start, DVD, Rear Camera, Pwr Liftgate, Black, 72,073 kms  
STOCK# 9534A  
RETAIL: \$39,995 **\$38,995**
- 2010 Cadillac Escalade AWD**  
6.2L V8, A-C-T, PW-PL-PS, Htd & Cooled Front Leather Buckets, Sunroof, Navigation, 20" Alum, White, 70,706 kms  
STOCK# 9564A  
RETAIL: \$49,995 **\$45,995**
- 2010 Chevrolet Traverse FWD 1LT**  
3.6L V6 A-C-T, PW-PL, Quad Buckets, 7-Pass, 18" Alum, White, 70,706 kms  
STOCK# 14215A  
RETAIL: \$22,995 **\$21,995**
- 2010 Chevrolet Equinox LS AWD**  
2.4L 4 Cyl., A-C-T, PW-PL, Buckets, Keyless, 17" Alum, Grey, 40,311 kms  
STOCK# 14282A  
RETAIL: \$21,995 **\$20,995**
- 2010 Chevrolet Traverse LT AWD**  
3.6L V6 A-C-T, PW-PL, Htd Leather Buckets, 7 Pass, DVD, 18" Alum, Pwr Liftgate, Remote Start, Silver, 123,500 kms  
STOCK# 14281A  
RETAIL: \$19,995 **\$18,995**
- 2010 Dodge Journey RT AWD**  
V6 A-C-T, PW-PL, Htd Leather Buckets, 7-Pass, Keyless, Alum, Wheels, DVD, Silver, 95,275 kms  
STOCK# 14134A  
RETAIL: \$19,995 **\$18,995**
- 2009 GMC Acadia SLT1 AWD**  
3.6L V6 A-C-T, PW-PL-PS, 7-Pass, Htd Leather Buckets, 18" Alum, Sunroof, Bluetooth, Black, 146,000 kms  
STOCK# 14287A  
RETAIL: \$21,995 **\$20,995**

- 2013 Ford F-150 XLT 4x4 Crew Ecoboost**  
3.5L V6, A-C-T, PW-PL, Bench, Keyless, 17" Alum, Trailer Brake, Boxliner, White, 40,758 kms  
STOCK# 9558  
RETAIL: \$33,995 **\$30,995**
- 2012 Chevrolet Colorado LT Crew 4x4**  
3.7L 5 Cyl., A-C-T, PW-PL-PS, Buckets, Keyless, 17" Chrome Wheels, Bluetooth, Black, 17,087 kms  
STOCK# 14188A  
RETAIL: \$28,995 **\$27,995**
- 2012 GMC Sierra K1500 SLE Crew 4x4**  
5.3L V8, A-C-T, PW-PL-PS, 40/20/40, Bluetooth, Remote Start, 17" Alum, Blue 59,964 kms  
STOCK# 14188A  
RETAIL: \$28,995 **\$27,995**
- 2012 GMC Sierra K1500 SLT**  
SK Tax Paid, Crew, 4x4, 5.3L V8, All Terrain, A-C-T, PW-PL, Htd Leather Buckets, Sunroof, 18" Alum, Boxliner, White, 59,790 kms  
STOCK# 13480A  
RETAIL: \$37,995 **\$36,995**
- 2011 Chevrolet Silverado K2500 HD LTZ Crew 4x4**  
6.6L Duramax, A-C-T, PW-PL, Htd Leather Buckets, 18" Alum, White, 94,000 kms  
STOCK# 14289A  
RETAIL: \$44,995 **\$44,995**
- 2011 Chevrolet Silverado K2500 HD LTZ Crew 4x4**  
6.6L Duramax, A-C-T, PW-PL, Htd Leather Buckets, 20" Alum, Sunroof, White, 193,846 kms  
STOCK# 14280A  
RETAIL: \$35,995 **\$34,995**
- 2011 Chevrolet Silverado K1500 LTZ Crew 4x4**  
5.3L V8, A-C-T, PW-PL, 40/20/40 Keyless, 17" Alum, Remote Start, 84,221 kms  
STOCK# 13138A  
RETAIL: \$24,995 **\$23,995**
- 2011 GMC K1500 SLT Crew 4x4**  
5.3L V8, All-Terrain Pkg., A-C-T, PW-PL, Htd Leather Buckets, 18" Alum, Sunroof, White 124,016 kms  
STOCK# 14111A  
RETAIL: \$29,995 **\$28,995**
- 2011 GMC Sierra 1500 SLE Crew 4x4**  
5.3L V8, A-C-T, PW-PL-PS, 40/20/40 Bench, 18" Alum, Remote Start, Bluetooth, Red 111,561 kms  
STOCK# 13485A  
RETAIL: \$24,995 **\$23,995**

- 2011 GMC Sierra K1500 Denali Crew 4x4**  
6.2L V8, A-C-T, PW-PL-PS, Htd & Cooled Front Leather Buckets, Sunroof, DVD, Navigation, 20" Alum, Black, 128,903 kms  
STOCK# 14258A  
RETAIL: \$33,995 **\$32,995**
- 2010 Chevrolet Silverado 1500 LTZ**  
SK Tax Paid, Crew, 4x4, 5.3L V8, A-C-T, PW-PL-PS, Htd Lthr Buckets, 20" Alum, Bluetooth, White, 136,397 kms  
STOCK# 9548  
RETAIL: \$33,995 **\$28,995**
- 2010 GMC Sierra K1500 SL**  
Ext Nevada 4x4  
4.8L V6, A-C-T, PW-PL, 40/20/40 Bench Keyless, 17" Wheels, Box Rails, CD, Black, 119,531 kms  
STOCK# 13117A  
RETAIL: \$18,995 **\$16,995**
- 2008 Chevrolet Avalanche 1500 4WD 4x4**  
5.3L V8, A-C-T, PW-PL-PS, Buckets, 17" Alum, Gold, 105,607 kms  
STOCK# 9574  
RETAIL: \$25,995 **\$24,995**
- 2009 Chevrolet Silverado K1500 LT Ext 4x4**  
5.3L V8, A-C-T, PW-PL, 40/20/40 Bench Keyless, 18" Alum, Bluetooth, Blue 93,128 kms  
STOCK# 14162A  
RETAIL: \$21,995 **\$20,995**
- 2008 Chevrolet Silverado 1500 LT Ext 4x4**  
5.3L V8, A-C-T, PW-PL-PS, Buckets, 18" Alum, Silver, 200,930 kms  
STOCK# 14288A  
RETAIL: \$13,995 **\$12,995**
- 2008 Chevrolet Silverado K1500 LTZ Crew 4x4**  
5.3L V8, A-C-T, PW-PL, Htd Leather Buckets, Sunroof, 17" Alum, Chrome Pkg., Silver, 155,832 kms  
STOCK# 14136A  
RETAIL: \$30,995 **\$18,995**
- 2008 GMC Sierra K1500 Crew SLE 4x4**  
5.3L V8, A-C-T, PW-PL-PS, 40/20/40 Bench Keyless, 17" Alum, White, 76,911 kms  
STOCK# 14239A  
RETAIL: \$20,995 **\$19,995**
- 2008 GMC Sierra K2500 HD Ext**  
6.0L V8, A-C-T, PW-PL-PS, 40/20/40 Bench, Keyless, 17" Alum, White, 127,217 kms  
STOCK# 13257B  
RETAIL: \$20,995 **\$19,995**

- SK Tax Paid, 2WD, 48L V8, A-C-T, PW-PL, 40/20/40, Keyless, 17" Alum, Silver, 80,920 kms**  
STOCK# 13422A  
RETAIL: \$14,995 **\$13,995**
- 2007 Dodge Ram 1500 Pickup Sport Crew 4x4**  
5.7L V8, A-C-T, PW-PL-PS, Bench 20" Alum, Keyless, CD, Silver, 100,653 kms  
STOCK# 14197B  
RETAIL: \$15,995 **\$14,995**
- 2007 GMC Sierra K1500 Nevada SP Edition Ext 4x4**  
5.3L V8, A-C-T, PW-PL-PS, 40/20/40, Keyless, White 100,681 kms  
STOCK# 14101A  
RETAIL: \$18,995 **\$17,995**
- 2006 Dodge Ram 3500 SLT 4x4**  
Quad Cab, 5.9L V8, Cummins, A-C-T, PW-PL-PS, Keyless, 18" Alum, Grey, 190,552 kms  
STOCK# 9570B  
RETAIL: \$21,995 **\$20,995**
- 2006 GMC Sierra 1500 Crew SLE 4x4**  
5.3L V8, A-C-T, PW-PL-PS, Buckets, 17" Alum, Keyless, Silver, 185,394 kms  
STOCK# 13463A  
RETAIL: \$14,995 **\$12,495**
- 2005 Ford Explorer Sport Trac XLT 4x4**  
4.0L V6, A-C-T, PW-PL, 17" Alum, Cloth Buckets, CD, Silver, 193,101 kms  
STOCK# 14089B  
RETAIL: \$10,995 **\$9,995**
- 2003 Chevrolet Silverado 2500 EXT 4WD 4x4**  
6.6L Duramax, A-C-T, PW-PL-PS, Leather Buckets, 16" Alum, Keyless, 6-CD, Charcoal, 243,390 kms  
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 <p><b>Sundowner Santa Fe</b> Living Quarter 3 Horse Trailer <b>\$33,777</b></p> <p>Trailer: 2 5/16" adjustable gooseneck hitch, 39" wide stalls, all alum. construction, <b>and more!</b> Interior: Shower, toilet, fresh water tank, 12 volt charge line to truck, <b>and more!</b></p>	 <p><b>2014 Load Trail</b> 83" x 14' Dump Trailer <b>\$9,250</b></p> <p>7,000 lb dexter axles, electric over hydraulic dump, scissor lift, 2-5/16 adjustable coupler, 3-way spreader gate, roadside assistance. Available with 24" sides for <b>\$8,250</b></p>
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 <p><b>Titan Avalanche</b> Bumper Pull <b>\$11,975</b></p> <p>7' inside height, dressing room door with lockable latch, blanket bar, electric brakes on all 4 wheels, rubber rear bumper, back gate fully enclosed (no slide).</p>	 <p><b>25' Duralite</b> Aluminium Stock Trailer <b>\$19,795</b></p> <p>2 x 7,000 lb torsion axles, 6'8" wide and 80" tall, roll-up tailgate, 1 centre gate, LED lighting.</p>
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 <p><b>Load Trail 30'</b> Gooseneck Tri-Axle <b>\$9,975</b></p> <p>3 x 7,000 lb axles, 3 electric brakes, 102" wide, flip over ramps, powder coated, centre pop-up, 19lb I-beam, front tool box.</p>	 <p><b>2014 Load Trail</b> 20' Skidsteer Trailer <b>\$4,975</b></p> <p>7,000 lb dexter axles, electric brakes on both axles, 2' dove tail, 5' stand-up ramps, removable tool box, spare tire mount, roadside assistance.</p>
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# International workers travel to Asessippi for winter

Continued from front

Asessippi has recently installed a 650 foot magic carpet, named the Ollie Express after Asessippi's Mascot, Ollie the Porcupine, that takes snow tubers from the bottom to the top of the snow tubing hill.

Moffatt says that maintenance is a big job at the resort—snow making and maintenance being one of the biggest and most important jobs.

"A team of groomers go out on our snow cats every night. When we close down, they come out and they are out moving it and grooming it. They till it up to make it fresher."

"Snow making is very important. That's the way we get through to the end of the season. We like to have 60 inches of home-made snow. We mix water with an organic organism called Snomax. It's quite the progress."

Besides being a winter vacation spot, Asessippi is working on becoming an all-year round vacation spot.

"We are trying to expand our year-round traffic," says Moffatt. "We have a large development plan to be a year-round facility. We offer a few different recreational components... we will be moving into several different attractions that are creating a tourism cluster that will be developed into the years to come."

A big expansion of the ski hills has been the cottages that surround the area called the Cottage Cove. The cottage development, which began construction in 2005, was a part of Asessippi's change to a year-round resort. At the moment, 80 per cent of the properties are sold.

Residents of the Cottage Cove take advantage of both winter and summer time activities in Asessippi says Moffatt.

In the summer time, Asessippi offers river tubing, kayaking and eurobunby programs.

In the next two to three years, a full mountain bike trail will also become a part of the summer activities.

In recent years, Asessippi has expanded into the wedding market as well.

The resort is capable of providing full wedding services from the ceremony to the banquet.

Asessippi is known for hiring many international workers. Specifically, young workers from Australia and New Zealand find employment during the winter seasons in the hills of Asessippi.

Moffatt says that the resort hires around 20 to 30 Aussies and Kiwis a year.

"In August our general manager goes to New Zealand and he travels to different communities and finds people who want to do an exchange—people who want to work and play a little bit."

The exchange workers mostly work as cooks in the cafeteria or rental service workers.

"They come over for a year. We set them up with accommodations and employ them. Once we close, some of them stick around, some of them go travelling, some of them go work in a different place," Moffatt says.

Alicia Thompson from New Zealand says that working in Asessippi has been an amazing experience for many reasons.

"I love it—absolutely love it."

"It's a small community where you get to meet awesome people. We are really looked after here. When you come to Asessippi you're put in a bunk house. Your rent is low, you're given everything. A car, a bus to and from work

each day, it's really great." Thompson says that after she is done working the winter she is planning to travel to Cancun and the States before coming back to Canada to return to New Zealand in September.

Thompson works as a cook in the kitchen. She says she doesn't have much snowboarding experience but is taking advantage of the Asessippi hills.

"I'd say I don't specialize in anything at the moment. I'm trying snowboarding. It hurts, but I'm trying."

"The other day I finished work at 1:30 in the afternoon and got to board all day."

Bronwyn Gibson, from Australia, works at the rentals and repair station.

"My sister worked here three years ago and she just



Khang Nguyen photo

Patrons ride the Ollie Express up to the top of the tubing and bunny hills.

recommended that I come here, and so I did."

Gibson also lives in the bunk house with Thompson along with 20 other exchange workers. The bunk house is 10 minutes away from the hills and the workers take a bus to and from work every day.

Gibson says that she enjoyed her first white Christmas in Asessippi and the people she gets to work with.

"I like that it is small. I like the family feel."

Moffatt says that the executives developed this program years ago and that the relationship and policies with Australia and New Zealand work best with Asessippi's process.

Moffatt says that the entire team at Asessippi have been working hard to make the resort an enjoyable experience for all customers.

"Numbers are getting bigger over the years. No

one of them has ever."

Moffatt says that the goal of Asessippi has not changed and that is why people keep coming back.

"We have a commitment to creating more skiers. That's about it."

Every penny we get we put back into making a product. You can't just maintain something, you have to build. Every penny goes back in to build a better product for our customers."

Moffatt says that the goal of Asessippi has not changed and that is why people keep coming back.

"We have a commitment to creating more skiers. That's about it."

Moffatt says that the goal of Asessippi has not changed and that is why people keep coming back.

"We have a commitment to creating more skiers. That's about it."

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Morgan Lynch and Bronwyn Gibson smile at the camera as they work in the maintenance and repair shop.

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# Recycling programs differ through area

Continued from page 6

## Provincial Recycling

While there have been many changes regarding recycling in the area over the last few years, the Government of Saskatchewan does not have much to do with it, Provincial Environment Ministry representative Stephanie Walton says.

"The province doesn't play a role in recycling at the municipal level — recycling is a municipal responsibility," Walton says.

"The provincial government's role is to create legislation that requires industry to participate in recycling programs."

Walton says that different regulations under the legislation direct different stakeholders to develop certain recycling programs.

This is a type of mandate that some businesses have that ensure that they recycle. These programs include a used oil program, scrap tire program, waste paint and waste electronics programs. "Those stakeholders would have to recycle their products because there's regulation for those programs" Walton says.

"The provincial government" set the rules. They have a few programs that are provincially regulated but they are a lot about who pays for recycling more than anything else," Joanne Fedyk, Executive Director of the Saskatchewan Waste Reduction Council, says.

The Saskatchewan Waste Reduction Council is a non-profit organization that provides information with an online database explaining what each community can or cannot recycle. They also put on conferences and workshops around the province to educate people on subjects such as waste reduction, recycling and composting.

Fedyk says that some towns have a user-pay system for garbage, requiring residents to put a tag that may cost anywhere from a dollar to four dollars, on their garbage bags in order to be picked up.

"It's not forcing people to recycle but it's making them pay for everything they waste," she says.

"If it costs you four dollars every time you put out a bag of garbage, and recycling is free, you're going to look over and see what you can get out of your garbage."

"Some communities have said that all garbage has to be put out in clear bags and if it has recycling in it, they won't pick it up."

Walton says that the Provincial Government encourages recycling.

"We definitely want to emphasize that there is an inherent incentive to recycling in municipalities. By implementing recycling programs, communities are able to divert materials from landfill and potentially reduce our

overall waste management cost as well protect the environment," Walton says.

The Government of Saskatchewan is implementing a new program called the Multi-Material Recycling Program, which will support municipal recycling programs, says Walton.

"The program is going to cover paper and packaging," Fedyk says. "It's just a funding program. It won't mean that much for consumers because the money is going to the municipalities and for the municipalities who have already changed to single-stream recycling, it won't change much — they're just going to have more money to do it."

For a town the size of Moosomin, funding for recycling will increase from \$25 per ton to \$222 per ton.

Fedyk encourages people to begin looking at other ways to help the environment. Fedyk says that recycling is at the end of the cycle where choices at the beginning can have a better impact on the environment.

"Waste reduction is still more effective than recycling," she says. "If you can reduce something by not using it or using it over again or finding a substitute, you're doing way more good for the planet than if you use it and then have to recycle it."


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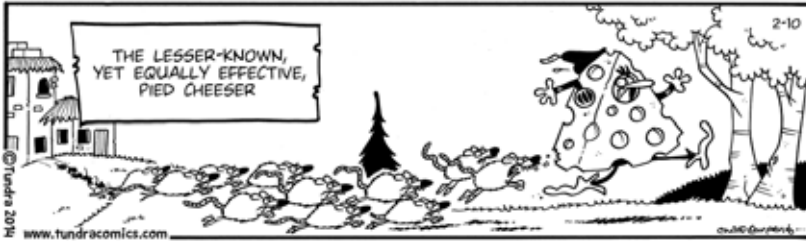
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# Tories win big in Arthur-Virden

BY KEVIN WEEDMARK

Arthur-Virden remains a Tory stronghold. Voters in the western Manitoba riding, which includes Elkhorn, McAuley, and Kola, elected Progressive Conservative Doyle Pivniuk with 68 per cent of the vote—the highest percentage for the PCs since the riding was formed.

The NDP—the perennial second-place finishers in Arthur-Virden, saw their vote collapse in the byelection.

NDP candidate Bob Senff received only 480 votes, or 10 per cent, compared with 2,282 or 30 per cent for NDP candidate Garry Draper in the 2011 general election.

Liberal Floyd Buhler finished second this time around, with 738 votes or 16 per cent of the total, and the Green Party's Kate Storey received 245 votes, or five per cent.

The PC vote has increased in the riding in every election since 1999.

The 68 per cent in the 2014 byelection compares with 66 per cent in 2011, 64 per cent in 2007, 53 per cent in 2003, and 49 per cent in 1999.

MLA Doyle Pivniuk said he wasn't surprised by his margin of victory.

"It was pretty much what I expected," he said. "It's been a PC riding for many years, but we wanted to make sure we had some good numbers to send a message to the rest of Manitoba.

"We want to show the PC party has the momentum to build on its support.

"We increased our number in this riding, and the NDP vote was way down—in a way it was a referendum on the PST increase that we should have had and we didn't."

Besides the PST, Pivniuk says the other issues that were on voters' minds were forced municipal amalgamation and infrastructure.

"When you have so many local governments in this riding that were forced into situations that they felt may not be good for them in the long term, you're going to have some anger," Pivniuk says.

"You had a lot of municipalities that were already sharing resources.

"Oak Lake and Sifton, were almost finalizing their agreement, and other municipalities and towns were working together—Hamiota and the RM of Hamiota have been sharing facilities and costs—they were living together, but the government forced them to get married."

Infrastructure is a big concern, says Pivniuk.

"We produce so much revenue from this part of the province, but a lot of that revenue is going into the gov-

ernment and not coming back to reinvest in our crumbling infrastructure.

"We built these rural roads thinking the largest thing on them would be a grain truck, now just about every large farmer has a semi truck, and with the oil industry, we have bigger and bigger equipment on the roads.

"More and more people are moving into the area, and the roads are getting busier."

Pivniuk has travelled the constituency extensively, campaigning first for the Progressive Conservative nomination, then for the byelection.

"We went to every corner of the riding," he says. "Pier-son, Boissevain, Medora, Hamiota, we went to the Hut-terite colonies, to some of the First Nations, we've been to every town.

"Working in Virden for the last 20 years, a lot of people in Virden know me, but I wanted to get out to the rest of the riding."

Pivniuk says he's excited about his new role as an MLA.

"It feels good—the first day I had to go to Winnipeg after two and a half hours sleep, and there was a lot to do, so it was the second day before it finally sunk in that I'm an MLA, and it's exciting!

"I'm going to be very honored to represent the riding of Arthur-Virden and I'm going to be a voice for this corner of the province.

"We're probably one of the only ridings that have oil, and we want to make sure that we are a voice for agriculture, the oil industry, small business and the diversity of our riding here."

He said he is already looking forward to the next general election, after which he feels the Progressive Conservatives may be in a position to form government for the first time in 15 years.

"There are 19 of us in the PC caucus now, there are opportunities in Winnipeg, and I think there is great opportunity for us in the next election.

"We have had this NDP government for 14 years, and I think people are ready for a change."

Pivniuk has been appointed the PC's multiculturalism and literacy critic.


"I'm looking forward to those roles," he says.

"I want to meet different cultures and meet some of the key people who are leaders in these communities.

We have a lot of people from different cultures coming to Virden now—Filipinos, Americans and Ukrainians who are coming for the jobs that are here, and that enriches our society."

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# Paige and Rudi are off to Sochi

BY KHANG NGUYEN

"One one-millionth of one percent are Olympians. We've accomplished something great." Rudi Swiegers said.

Swiegers and partner Paige Lawrence were given a formal sendoff on Tuesday, Jan. 28, at the Tundra Oil and Gas Place banquet hall in Virden.

The room was completely filled to hear what the two Canadian Figure Skating Team members and their coach Patty Hole, had to say before leaving to compete in the Olympics.

The pair, who hail from Kennedy and Kipling, were selected at the national championships on Jan. 11 as one of the three pairs to represent Canada at the 2014 Winter Olympics in Sochi, Russia.

The sendoff included an array of speakers with parting words and gifts for the skaters and coach. Jeff McConnell, Mayor of Virden, was the one of many guest speakers present.

"This is exciting. This is truly exciting. We are all so clearly very thrilled to be able to host Paige and Rudi in our community," McConnell said. "We're so thrilled that you guys achieved your Olympic dream."

Miranda Edwards, chair of Skate Manitoba, shared past stories of the skaters and expressed her gratitude to the team's commitment to their prairie roots.

"This is the most unique and thrilling message from Skate Canada Manitoba." "You trusted our small town rinks and all that they have to offer."

Other speakers included Reeve Don Neufeld of the RM of Wallace, Skate Canada Saskatchewan's Allison Senecal and Danielle Shaw, and President of Skate Virden Angela Holmstrom.

Lawrence, Swiegers and Hole took to the podium together to



Paige and Rudi taking photos at their official sendoff in Virden on Jan 28.

Khang Nguyen photo

swiegers to the crowd.

"Wow. That's a lot of people." Swiegers said.

"We're just so happy that you all came out tonight. This is amazing and more than we ever expected, so thank you for that." Lawrence said. "Rudi and I have been on this journey together for over nine years now. It hasn't been easy by any stretch."

The trio took turns extending their thanks and describing their feelings on being chosen to be on Team Canada and what they are expecting in Sochi.

"It was a super emotional, happy feeling when we found out. That was the biggest moment of my life." Lawrence said.

"It's been a dream of mine for a

very long time and I really can't express all the feelings that I experienced right then, but ever since then it's just been this surreal dream that I've been living."

The three have been working together since 2005, practicing in Watota.

"Each and every day that I get to come to the rink to train with Rudi and Patty—it's been the same, yet, it's been completely different because I know, on the other side of those two weeks, what is waiting for us. That's been something that I've really gotten to treasure since nationals."

The trio left for Sochi on Sunday, Feb. 2.

"This is just a dream come true—surreal." Swiegers said. "After

we finished our free program at nationals, a wave of emotions hit me and Paige at the same time, thinking, "was that enough?" We both knew there were some mistakes in the program and we both kind of just hoped and prayed that it was enough."

It was enough to get the pair in third place at the Canadian Nationals and a spot in the Olympics.

Lawrence and Swiegers took a bronze medal with a score of 176.31. Kirsten Moore-Towers and Dylan Moscovitch took silver with 209.44 points, and Megan Duhamel and Eric Radford took gold with 213.62 points.

"The marks came up and Paige started crying and Patty started crying and I was just stunned." Swiegers said.

ers said.

"I was stunned because these were two women who have been in my life for nine years, and they are some of the strongest women I know. Whenever something was going wrong in my life I would lean on these two, and these two were bawling. I was stunned and I realized that we had accomplished something great."

"I have to give so much credit of what I've done to these two, because 99 per cent of the time they were dragging me across the finish line, and I'm just so thankful for everything that they've done in my life."

Hole, who has been skating for 36 years, coached the pair to the position they are in now.

Hole shared stories of the first time she met the skaters, and shared her own story.

"I dreamed, like every athlete, of how I can get better, and my goal was to become as good as I can, and I can only be as good as I can with the athletes that I train." Hole said.

"These two have done everything that I've asked, and we've worked as a team very hard to get where we're at and it has paid off."

"Now small town people know that their big dreams can come true. Mine have come true as a coach. I'm a world and an Olympic coach and these kids are going to the Olympics."

"People tell you don't dream so big. I disagree. Dream big and go for it."

Lawrence and Swiegers will skate their short schedule on Feb. 11 and their free skate program on Feb. 12.

"I have no idea what is waiting for me in Sochi and waiting for us in Sochi but I just can't wait to get there and find out." Lawrence said.

"Let's give 'em hell!" Swiegers said.

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# Sweet Deals



**2012 Ford Explorer**  
Limited, 4WD,  
Self-Parking

3P223

Was \$41,900 ▼ **NOW \$35,900**  
\$155/week



**2011 Ford F-350**  
4x4, 6.2L,  
57,000 kms

3P278

Was \$26,900 ▼ **NOW \$24,900**  
\$106/week



**2011 Chev Equinox**  
4WD, 4 Cyl.,  
Auto

3T251B

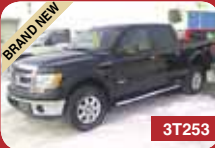
Was \$19,900 ▼ **NOW \$16,900**  
\$75/week



**2013 Ford F-150**  
22,000 kms, 4x4,  
Sask Tax Paid

3T275A

Was \$28,900 ▼ **NOW \$26,900**  
\$109/week



**2013 Ford F-150**  
XTR,  
EcoBoost

3T253

Was \$48,899 ▼ **NOW \$35,900**  
\$155/week



**2013 Ford F-150**  
FX4, 5.0L,  
MoonRoof

3T258

Was \$54,329 ▼ **NOW \$39,900**  
\$168/week

## Pre-Owned Inventory



**2007 Ford Sport Trac**

4.6L, V8, 4x4,  
No Charge  
Warranty

3T261A

**\$15,900**  
\$66/week



**2012 Dodge 3500**

Limited,  
Longhorn,  
DVD, Nav

3T257A

**\$44,900**  
\$190/week



**2005 Chrysler 300**

Leather,  
221,000 kms,  
RWD

4T020B

**\$3,900**  
As Traded



**2011 Ford Fusion**

Great on Gas,  
Auto,  
SE

3P281

**\$14,900**  
\$65/week



**2012 Ford F-150**

Local Trade  
Sask Tax Paid

3T270A

**\$29,900**  
\$122/week



**1998 Lincoln Town Car**

Ride in  
Luxury

3T265C

**\$4,900**  
As traded



**2008 Ford F-150**

Load Level,  
4x4, 5.4L

3T271B

**\$15,900**  
\$69/week



**2012 Ford F-150 Lariat**

New Tires, Nav,  
Moon Roof

4T045A

**\$36,900**  
\$150/week



**2012 Ford F-150 XTR**

No Charge  
Premium Warranty

4T040A

**\$29,900**  
\$122/week



**2012 Ford Raptor**

Local Trade,  
Sask Tax Paid

4P070

**\$54,900**  
\$225/week



**2011 Ford F-150 XLT**

Warranty to  
150,000 kms

3T243A

**\$22,900**  
\$93/week



**2011 Dodge Grand Caravan**

57,000 kms,  
Roomy,  
Stow N' Go

4P076

**\$16,900**  
\$69/week



**2013 Ford Expedition**

Limited,  
MAXX,  
28,000 kms

4P077

**\$48,900**  
\$207/week



**2013 Ford Edge**

Limited,  
AWD,  
PanaRoof

4T055A

**\$29,900**  
\$128/week



**2011 Ford Fusion**

SE,  
Auto,  
57,000 kms

4P083

**\$15,900**  
\$69/week



**2013 Ford F-150**

XTR,  
29,000 kms,  
5.0L

4T062A

**\$34,900**  
\$149/week



**2007 Kia Sedona**

Only 113,000 kms  
7 passenger

4T048A

**\$9,900**  
\$45/week



**2013 Ford F-150 XTR**

Sask Tax Paid Trade  
19,000 kms

4T060A

**\$34,900**  
\$142/week



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