

The Gaspé Spec

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Nature Conservancy of Canada purchases 2 km of Malbay salt marsh



Photo: Nature Conservancy of Canada

The Malbay salt marsh is an important area for 200 bird species, but also for Atlantic salmon, striped bass and the American eel.

Geneviève Gélinas

BARACHOIS: – The Nature Conservancy of Canada has purchased part of the Malbay salt marsh sandbar in order to protect it. The 37 hectares of dunes and beaches add to the 164 hectares already protected in the marsh.

The newly acquired part extends from the Barachois railway bridge on for two kilometres westward, towards Percé, that is to say one third of the sandbar that separates the marsh from the Gulf of St. Lawrence. The tracks and its right-of-way remains the property of Transport Quebec, but the remainder now belongs to Nature Conservancy of Canada (NCC).

“The sandbar is made

up of beaches and dunes, with special vegetation that stabilizes the dunes, and species associated with this special vegetation, like the red knot or the Nelson sharp-tailed sparrow. The sandbar also protects surrounding wetlands from big storms,” explains Camille Bolduc, who is responsible for NCC projects in the Gaspé Peninsula and Magdalen Islands.

“The property will remain accessible, like all others (of NCC in Barachois). The population can go on hiking, fishing and watching birds on the site. But we’ll want to better manage the activities and we’ll discuss that with the community,” adds Ms. Bolduc.

All-terrain vehicles and other vehicles pass over the sandbar. NCC won’t block the access, but could concentrate

it. “Will we allow access to one trail and close another one?” evokes Ms. Bolduc.

“Vehicle traffic on the vegetation of a sandbar has a negative impact because this vegetation holds and structures the sandbar. If it’s damaged, it leaves the door open to erosion and the species won’t find their natural habitat anymore,” Ms. Bolduc explains.

The piece of land purchased by NCC on the sandbar did belong to Clifton Thibeault, a Bridgeville resident known as the owner of its village’s hunting and fishing store. Mr. Thibeault contacted NCC before his death in November 2016, to offer his property in order to protect it. The transfer was completed by his family after his passing.

A total of 201 hectares of the salt marsh now belongs to

NCC, that is to say about 20% of the ten-square-kilometre territory. “We don’t want to protect it all, because there are houses and people living there. But we’re interested in natural habitats and we’d like to protect 200 more hectares,” says Camille Bolduc.

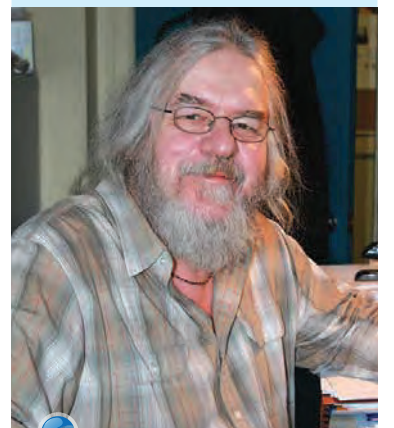
The Malbay salt marsh is a feeding habitat for Atlantic salmon. The endangered American eel and the striped bass, appreciated by fishermen, also feed on the rich lagoon.

More than 200 species of birds have been observed in the marsh and on its sandbar. It is recognized as an important bird area and is feeding and habitat ground for the yellow rail, designated as being of special concern under the Canada Species at Risk Act.

Inside this week



Fipec expands its Hope Town facility



Gaspésians experience the largest increase in disposable income in the province



The Gaspé Peninsula, a mecca for electric vehicles

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Harassment and contempt in Chandler

Thierry Haroun

CHANDLER: - Times are tough within Chandler's Town Council. Harassment, contempt and insults were on the agenda at the last public meeting held on March 12.

This is not the first time that Spec has written about conflicts within Chandler's Town Council. However, this time things are getting worse.

Spec was on hand at the last Town meeting that started with a long speech by the mayor, Louise Langlois. She openly spoke about what she and some of her councillors were going through using words such as, contempt, putsch, conspiracy, insults, harassment and bad manners to a stunned audience.

"Since November, when the new Town Council came into power, some councillors



Photo: T. Haroun

Chandler municipal meeting.

and I have been faced with harassment and insults. For example, when I asked a councillor to calm down because, he seemed to be aggressive, he responded as

follows: "You haven't seen nothing yet!"

Louise Langlois also accused some of the councillors of blackmail. "I was told to be careful because someone

in the room could declare conflict of interest against my husband. If I don't do that, that person could sue the Town," she added concluding her speech by saying: "I won't yield to menace and fear!"

No salary raise

The other major topic that came about during the meeting was the salary raise asked for by Louise Langlois. As Spec recently reported, Ms. Langlois is asking for a \$12,000 raise, going from \$48,000 to \$60,000 and the councillors would also get a salary raise as well. The mayor's argument was that she's worth and in light of the raise voted by Percé mayor, who now receives \$60,000, a

hike of 100% compared to the previous salary. Chandler's Town Councillors refused the salary hike: four against it (Bruno-Pierre Godbout, Donald Vachon, Gaétan Daraiche and Meggie Ritchie) and only two voted for (Richard Duguay and Denis Pelchat).

"I don't see why I should vote for a hike salary. I am new in politics. I just arrived as a councillor. I must prove myself and get some experience and if there's a vote on that next year, I will judge then, but for now I vote against it," explained Meggie Ritchie. "The salary hike of the mayor and the councillors wasn't a subject during the electoral campaign, so I don't see why I should vote for a salary hike," explained Bruno-Pierre Godbout, Newport Councillor.

Nova Lumina changes hands

Thierry Haroun

CHANDLER: - Chandler's largest tourist attraction is changing hands. It will now be under the responsibility of the Parc du Bourg de Pabos. Why? Spec spoke to the new executive director of Nova Lumina, Elsa Pépin.

Nova Lumina is a 1.5 km trail at the Bourg de Pabos. A unique under-the-stars experience that lasts between 50 to 60 minutes in a forest with special effects and a multimedia approach with an enigma all along the walk where children under 12 must be accompanied by an adult. Nova Lumina was created in 2016. The investment was \$1.5M and the following year another \$305,000 was added for a new area. Many partners are involved in this adventure, such as the Ministry of Culture, of Tourism, Economic Development Canada, the MRC, the Town of Chandler and so forth.

The statistics show that the objectives in terms of visitors have been surpassed. For the past two seasons, more than 60,000 people visited the site which creates 20 full time jobs in the high tourism season. If things are going so well, why is Nova Lumina's management and corporation now under the responsibility of the Parc du Bourg de Pabos? "First of all, I am giving you this interview to confirm the rumours that have been circulating for quite some time in



Photo: Courtesy of Nova Lumina

Elsa Pépin

the area. Yes, Nova Lumina is now under the patronage of the Bourg de Pabos. The reason is simple. Nova Lumina was incepted and promoted by the Percé Rock Development Corporation. Its main mission is to create jobs and economic spinoffs for the region. In this case, it has accomplished its mission so therefore it passed on the management of Nova Lumina to the Bourg de Pabos which is logical after all. The 1.5 km trail is in fact the pedestrian path of the Bourg de Pabos," she pointed out.

The other good news is that this transaction, she adds, therefore becomes a joint venture, the combination of the activities offered by Nova Lumina and The Bourg de Pabos which will give the tourists

and the local population a bigger and better offer. "People that visit could stay a day or two in Chandler given that the Bourg de Pabos also offers a camping facility." Nova Lumina will open from June 21 to October 6. For further information visit the web site that also is available in English.



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Gaspésie Railway Society will need to build a terminal in Nouvelle

Gilles Gagné

NEW RICHMOND: – The Gaspésie Railway Society will have to build another temporary transshipment terminal for cement, this time in Nouvelle. The reason stems once again from the Quebec department of Transport's inability to promptly repair the two railway bridges located in Cascapedia-St-Jules.

The construction of that second transshipment terminal is the result of Transport Quebec's decision to impose a limit of ten loaded cars of cement per week on the two Cascapedia-St-Jules railway bridges. Each car loaded with Port Daniel's cement weighs 134 tonnes, or 268,000 pounds.

The rail transport needs of McInnis Cement, the owner of the Port Daniel plant, will increase from 10 to 40 cars in May. In order to comply with Transport Quebec's decision of limiting the traffic to 10 carloads per week on the Cascapedia-St-Jules bridges, a terminal has to be built west of that location, and Nouvelle is the choice because there is an industrial park there. That cement is delivered outside Quebec.

"A report from (engineering firm) Norda Stelo recommends not passing with more than ten loaded cars per week on the Cascapedia-St-Jules bridges before other inspections, some monitoring and repairs are completed," explains Luc Lévesque, director general of the Gaspésie Railway Society.

That report was first released at the beginning of December. So far, the ten carload limit has not hurt the Gaspésie Railway Society and McInnis Cement because it corresponds to the Port Daniel company's needs.

Further interpretations of the study, including more details on the work to carry out on the two bridges, were asked for by the Gaspésie Railway Society and led to the confirmation of Transport Quebec's interpretation of the December document.

"Some work will be carried out but won't be finished by the time McInnis Cement increases rail shipments. So we will adjust," adds Mr. Lévesque, obviously disappointed by the slowness of Transport Quebec, without expressing it in words.

The first cement storage



Photo: G. Gagné

The New Richmond silo is equipped with a certified scale, which will help the operations of the Nouvelle transshipment terminal.

silos was installed in New Richmond in June and July 2017 in order to be synchronized with the first shipments of McInnis Cement.

It had to be built to make up for the fact that Transport Quebec has not repaired three bridges located between New Richmond and Port Daniel despite owning the railroad since 2015. In Port Daniel, the line passes a few metres away from McInnis Cement's facility.

New Richmond is located east of Cascapedia-St-Jules while Nouvelle is situated west of that village. Cement is handed over to Canadian National in Matapedia for the final delivery to McInnis Cement customers.

"In Nouvelle, we will start with direct truck to railcar transshipment, without a silo. We will bring all the cement cars to New Richmond anyway, and start loading them with 15 tonnes. We have a certified scale in New Richmond. The quantities put in cement cars and the trucks can be weighed precisely. We probably won't have any choice but to build a second silo in Nouvelle, but not at the beginning," further explains Mr. Lévesque.

The cost of building and installing a silo in Nouvelle will likely reach \$450,000. The extra cost of sending cement there by truck will also amount to about \$1,000 per equivalent of a loaded railcar.

Transport Quebec will pay for those costs.

Éric Dubé, president of the Gaspésie Railway Society, reiterates what he said in February, that "it is a lot of money for a temporary solution." The Gaspésie Railway Society also loses revenues in the process. Mr. Dubé doesn't understand the principle defended by Transport Quebec to the effect that the bridge needs several days of rest during a week.

Without criticizing Transport Québec, Luc Lévesque, an engineer by trade, states that "imposing a frequency limit of loaded cars passing on a bridge is a first in North America's railway transport." Other railway people he has talked with or who have contacted him can hardly believe that scenario.

Cement is not the only type of freight that has to be hauled by trucks over an unnecessary distance imposed by the state of some of the Gaspé Peninsula railway bridges. The Gaspé plant of LM Wind Power has to truck its blades to New Richmond, where they are transferred to flat cars for their delivery to the southern part of the United States.

The railroad is located about four kilometres away from the Gaspé plant. Using trucks between the facility and New Richmond generates an additional transportation cost

Police report

On the morning of March 16, the MacKay Road in Cascapedia-Saint-Jules was closed for approximately three hours. Immediately after it had negotiated a sharp curve, a tractor trailer heading east on MacKay Road spilled more than half of its load of lumber on the side of the road. The police were called at 6:45 a.m. The Gaspégiag police were first to intervene, followed by the Sûreté du Québec.

Sûreté du Québec spokesperson Sgt. Claude Doiron points out that the accident might not have been caused by speeding in the sharp curve. "It is not necessarily speeding. The load might not have been well tied down. The Department of Transport officers are investigating the case. There is also the possibility of an equipment failure," he says.

Traffic was re-routed towards Patrickton and Gallagher Roads for about three hours. No one was injured during that incident.

MacKay Road is part of the detour set up on May 8 when Highway 132 bridge was closed because of damage caused by the Grand Cascapedia River's high water level.

On March 12, Jérémie Viktor Lagacé, from Saint-André-de-Restigouche, charged with the August 22 premeditated murder of French tourist Fabrice Durand, appeared at the New Carlisle courthouse on six additional charges, three of break and enter and three of theft.

Between July 13 and 18, 2017 the accused allegedly broke and entered the Temrex sawmill in Nouvelle and stole chainsaws and tools. He allegedly committed a second break and enter between August 3 and 7, 2017, in a Nouvelle home and stole firearms and ammunition. Between August 7 and 18, he allegedly broke and entered into a Miguasha home and also stole firearms and ammunition.

Crown prosecutor Gérald Maltais refuses to confirm if one of the stolen firearms was used to shoot the victim.

On March 12 Defence attorney Richard Lavigne obtained permission from the judge to withdraw from the case. The accused informed the court that from now on he will be represented by Attorney Marcel Guérin, an experienced criminal lawyer from Sorel. Marcel Guérin represented Réal Savoie, accused of murdering Sonia Raymond in Maria, Quebec.

The accused will return to court on May 8 for his trial on mischief charges related to a 2016 event in the parking lot of the Chutes à Picot trail in Saint-André-de-Restigouche.

The preliminary hearings will be held on June 19 and 20 in the Fabrice Durand murder case.

On the morning of March 17, a fatal accident occurred aboard the *Sage Amazon*, a bulk carrier ship flying a Liberian flag, anchored four miles offshore of Port Daniel-Gascons.

The fifty-four-year-old Ukrainian captain of the ship sustained a fatal trauma to the head from a fall of two or three metres on the ship. The Canadian coastguard was notified at approximately 8 a.m. and immediately dispatched the "Terry-Fox" icebreaker to the ship. The Chandler fire department participated in the rescue effort on the ship, performed CPR on the victim, but to no avail and transported his body to Port Daniel-Gascons in their watercraft.

National Defence of Canada dispatched a helicopter to assist in the rescue operation. The Canada Transportation Board sent investigators aboard the *Sage Amazon* to obtain information, question the crew and inspect the ship.

The *Sage Amazon* was awaiting authorization to dock and load a shipment of cement at the McInnis Cement Plant.

Cont'd on page 11



Commentary

Gilles Gagné

We are in 2018!

The Quebec government has gone backward in its relations with the Natives once again by questioning the relevance of taking into consideration traditional Aboriginal knowledge and putting "science" ahead of that knowledge, when assessing major projects with a potentially major impact on the environment.

By expressing that viewpoint, the Quebec government wanted to avoid situations whereby the traditional knowledge of the Natives could contradict science, and prevail over the advice of Quebec government's "experts". That is the statement expressed by Environment department's deputy minister Patrick Beauchesne in an exchange with the federal government that is part of a bill currently prepared in Ottawa.

That statement is insulting; it seethes colonialism and contempt. It is very easy to solely blame the deputy minister. Chances are that the new minister of the Environment, Isabelle Melançon was aware of the content of the letter sent to Canada's Environment minister, Catherine McKenna.

It presents the current Quebec government as if it was strong enough, environmentally speaking, to give lessons to the First Nations.

We are talking here about the same Quebec government that was severely blamed by Superior Court judge Claudine Roy in September 2014 for its negligence in protecting beluga whales in the Gros-Cacouna area, with regards to the Energy East pipeline and marine terminal.

TransCanada, the promoters of Energy East, had received permission from Quebec's department of the Environment to carry out drillings as part of the survey operation needed to build an oil export terminal at the port of Gros-Cacouna, near Rivière-du-Loup. Beluga whales are an endangered species and the Cacouna area is where females give birth.

Following a court action initiated by groups of ecologists, judge Roy determined that the department of the Environment had no expertise in beluga whales and had failed to consult experts before giving the green light to the Energy East surveys. Worse, TransCanada had failed to deliver the documents required by the ministry, and the authorization to drill was nevertheless granted.

Former minister David Heurtel, arguably the worst Environment minister in the history of Quebec, had therefore failed across the board in that file, most notoriously in his lack of consideration for the precaution principle.

We are talking about the same government that has so far failed to protect drinkable water in Quebec, notably against the greed of oil companies, once more. That government's members would be well advised to read the recent judgement of Nicole Tremblay, another Superior Court judge who declared in February that a small municipality is not only entitled to protect the water of its citizens, but has the duty to do so.

Judge Tremblay intervened in the Ristigouche South East file, sued by Gastem, a company originally seeking \$2 million in compensation from the small village, then \$1.5 million and finally \$1 million. That compensation was refused by judge Tremblay. The initial Quebec government position in the Ristigouche South East file was to leave a village fight against the oil sector.

So that government can hardly teach environmental lessons to anybody, let alone to the people from the First Nations.

Mind you, the federal government has not fared any better in the matter of respecting First Nations' viewpoints and knowledge during the evaluation process of TransCanada's Energy East venture, which was finally abandoned due to a lack of profitability, or in the Kinder Morgan pipeline file in Alberta and British Columbia.

The Canadian government seems ready to change that process and integrate to a higher degree, or to integrate period in some cases, the input of Natives. We have heard that tune before though, and the burden of proving a change in attitude rests on the shoulders of the federal Cabinet.

Meanwhile, the Couillard government seems to understand just a fraction of the problem. Environment minister Isabelle Melançon and Native Affairs minister Geoffrey Kelly have apologized to the First Nations, "conscious and sorry that the (deputy minister) letter, as it was written, could have generated questions." They add that the goal was not to deny the importance of rights and the knowledge of the Natives.

Well, that is not a retraction. That is not a commitment that the Quebec government will collaborate with the First Nations when assessing major projects. It rather looks as if the Quebec government is still looking for ways to put hurdles in the Natives' stands regarding those projects.

We have read and heard too often the kind of apologies offered by both levels of government. A change in attitude is required now. We are in 2018!

Letters to the Editor

When I first mentioned the Gerald

Stanley/Colten Bouchie case to my spouse, the reply surprised me. « Saskatchewan, the Robert Latimer case - that province always brings out the unusual issues. »

I'm on the side of the Stanley victims. Four young adults drive into their yard, one with a broken off shot gun between his legs...

The Stanley victims: Gerald Stanley, his wife & son. They are innocently working on their homestead - two of them building a fence, one mowing the grass, sober. Four young, inebriated adults drive up in an SUV. They try to steal their ATV, and then begin driving into their vehicles & equipment.

The father of the Stanley family goes into survival mode - four strangers are on his property, trying to steal his four-wheeler. Where is his spouse? His son has run into the house for the truck keys.

Gerald Stanley does what is most habitual to him when an intruder attacks one of his herd or flock; he runs for his revolver.

The cultural background of the vigilantes is irrelevant. The three young people who were with Colten Bouchie should be obliged to do community service in schools, informing others of the potential damage alcohol could cause. They should also be obliged to be the caretakers of Colten Bouchie's burial site.

Where was the designated driver? Aboriginal or other is irrelevant here. There are enough angry people in this country without whipping up anger in lieu of looking at solving issues logically. So much easier to pull the race card and do nothing concrete to help those in emotional need - prevent them becoming dependent on alcohol.

It should also be determined what brand of alcohol the young people had been consuming; the makers of the alcohol consumed should pay the cost of the community service the perpetrators will have to provide to their community.

The Stanley's should receive our moral support, and we should provide the health care they may need. They were strong to be able to survive an unpredictable, emotionally draining incident. Farming is tough.

For some malchance, their farm was the second chosen by the inebriated driver. Bad karma? Difficult to determine, even more difficult to prove.

My heart goes out to Colten's family. He is also an innocent victim. He was under the influence of a legal substance.

There is no right or wrong here. There are important issues to be discussed. Have the laws with regard to trespassing changed so much in Canada that the race of the trespasser is relevant? Not if one consults our private property laws. And, there are precedents.

V. Anne(tt)
Montréal, QC

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Gaspesian's experience the largest increase in disposable income in the province

Gilles Gagné

PERCÉ: – The per capita disposable income of people living in the Gaspé Peninsula and Magdalen Islands increased between 2014 and 2016 more than in any other region in Quebec, according to data released by the *Institut de la statistique du Québec*.

It has increased by 5% in the Gaspé Peninsula and Magdalen Islands, which is almost twice the provincial average of 2.7%. The neighbouring region of the Lower Saint Lawrence also fared well with a 3.5% increase putting them in fifth place in the province, improvement-wise. The North Shore finished in sixteenth place, or next to last with 1.3%.

For the Gaspé Peninsula and Magdalen Islands the increase stems from a higher average salary for the region's workers and better revenue from properties, when they are rented out or sold.

Disposable income is the amount available for consumption and savings once workers' income tax and contributions to collective programs are paid. The Quebec pension plan and Canada's Employment Insurance program are examples of a collective program.

The overall provincial rank of the Gaspé Peninsula and Magdalen Islands regarding disposable income remains



Photo: Musique Nomade

Gaspesian shipyards employ more people than ever, year around, which contributes, similar to the wind energy jobs, to the betterment of Gaspesian's disposable income.

low, ranking fourteenth out of 17 regions, but it is better than last place which has long been its position.

In addition to that, our region is now ahead of the Lower Saint-Lawrence, which is now in 15th place. It is only the second time in the last decade that the Gaspé Peninsula has been ahead of its westerly neighbour.

Gaspesians had a disposable income of \$25,345 in 2016, compared to the average Quebecer who had \$27,723. Despite a poor showing between 2014 and 2016, people from the North Shore still rank

in sixth place overall, with a per capita income of \$27,417. Those in the Lower Saint Lawrence now rank in fifteenth with \$25,203.

Gaspesian historian Jean-Marie Thibeault, of Saint-Georges-de-Malbay, is not surprised by the regional per capita disposable income improvement.

"The wind energy sector comes ahead, with LM Wind Power providing 300 new year-around jobs since the summer of 2016. Commercial fisheries are also going well, except for cod. I have lobster

fishing friends who have become millionaires in recent years. The Forillon shipyard in Sandy Beach is constantly looking for permanent employees. I just checked and they are ready to hire two more welders. The same thing applies to Entreprises maritimes Bouchard, in Rivière-

au-Renard, where additional year-around workers are needed. Guillaume Molaison, of Chic Shack, is also doing well in Murdochville and hires more people all-yearlong in outdoor activities," he explains.

"Then, you have the spin-offs in services, like shopping malls, hotels, restaurants and so on. We also see that tourism has been doing well in recent years. It adds to the fire," points out Mr. Thibeault.

As a historian who has been an observer of the Gaspesian economy for more than 40 years, he also emphasizes that the disposable income improvement has very little to do with government actions of late. The federal government got rid of 28% of its Gaspesian work force between 2006 and 2015, as the number of civil servants went from 257 to 186 during that period.

"At the provincial level, we experienced the worst period of austerity between 2014 and 2016. So we basically owe the good results to ourselves. We are fighters," he concludes.



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The Gaspé Peninsula, a mecca for electric vehicles?

Geneviève Gélinas

GASPÉ – The Gaspé Peninsula will soon have 100 more recharge terminals added to its network for powering electric cars. The region is already the best-equipped in Quebec in terms of quick recharge terminals, better than Quebec City or Montreal, thanks to the development corporation of a 1,060-inhabitant village.

The scenic tourism route known as Seaside to forest, which consists of a looped stretch from Sainte-Flavie to Sainte-Flavie, has 12 quick recharge terminals, where electric vehicle owners can recharge in 20 to 30 minutes. Montreal has only three of them and Quebec City has five. “In terms of intelligent distribution of quick recharge terminals, the Gaspé is undoubtedly a region that we want to imitate,” says Martin Archambault, spokesperson for the Quebec Electric Vehicles Association (AVEQ).

The Saint-Maxime-du-Mont-Louis Development Corporation took the lead in establishing the network. The organization hoped to equip not only its village, but the entire Gaspé. “A lonely quick recharge terminal, in the middle of nowhere, is useless,”



Photo: G. Gélinas

Gaspé has a quick recharge terminal, one of 12 available in the region.

points out Yanik Element, president of the corporation. A network of this kind of terminal is crucial for long trips by 100% electric vehicles.

There's a maximum of 80 kilometres between each of the 11 terminals (out of 12) belonging to the Corporation, al-

lowing electric car owners to tour the Gaspé with their minds at rest. They were set up in 2016 and 2017, for \$600,000, in partnership with Hydro-Quebec.

“Last summer, on our web forums, people were organizing electric car rallies in the

Gaspé (...). It's the best region to visit for an ecotourist in an electric car,” states Mr. Archambault.

In 2017, car owners spent \$10,000 on recharges at the 11 terminals of the corporation, which means that they recharged for a total of 1,000 hours. “That's not maximum use,” Mr. Element admits. But the deployment of terminals in the Gaspé is “ahead” of electric vehicle development, he adds.

The benefits from the terminals will go half to Hydro-Québec and half to the Corporation, which now wants to “complete its network.”

In 2018 and 2019, \$100,000 will be invested in 100 additional recharge terminals described as “at destination terminals,” which means that they allow slower recharges, in three to four hours. After that deployment, almost no village will be without a terminal, according to Mr. Element.

The terminals will be installed in commercial parking lots and the recharges will be free for vehicle owners. “We think that it's a good move for business people and it would secure our network,” says Mr. Element.

Plug-in hybrids, such as the

Chevrolet Volt, can plug in to regular terminals like the 100 to be implemented by the corporation, but cannot plug in to quick recharge terminals. Those cars still represent 54% of the province's electric vehicles.

Only 77 electric vehicles on the Gaspé

The Gaspé Peninsula is ahead of Quebec in regard to its quick recharge terminals, which can be used by visitors and locals but it's lagging behind with the number of electric vehicle owners. On December 31, 2017, there were 77 electric vehicles in the region, that is to say 0.077% of the cars on the peninsula. In the province, only Northern Quebec has a smaller proportion of electric vehicles. There were 21,812 electric cars in the province at the end of 2017.

The Quebec government aims at reaching 100,000 electric vehicles by 2020. The AVEQ is asking the government to add 2,000 quick recharge terminals, which are crucial for long trips by electric car, Mr. Archambault states. There are currently about a hundred of those terminals.

Transport Quebec fails to provide explanation about bridge upgrading slowness

Gilles Gagné

NEW RICHMOND: – Since December 2013, Spec has repeatedly tried to get explanations from Transport Quebec and has also attempted to get an answer from the minister responsible for the Gaspé Peninsula, Pierre Moreau, about the government's slowness in starting significant repair work on the region's railroad.

In December, the office of Minister Moreau completely ignored an information request from Spec, seven-and-a-half months after Premier Philippe Couillard's announcement that \$100 million was earmarked by the Quebec government for upgrades on the railway between Matapédia and Gaspé.

At the beginning of March, another information request was filed, with Transport Quebec's communications office, and no answer was received. A third attempt

was made on March 13 and a day later, SPEC received an early morning phone call from Martin Girard, from Transport Quebec's media relations office in Montreal.

He took note of the paper's questions regarding that department's apparent slowness in issuing calls for tenders regarding the railroad, notably to upgrade or rebuild some of its bridges. Spec also wants to know the logic and the scientific explanation behind the limit of ten loaded railcars imposed on the Cascapédia-St-Jules bridges.

Mr. Girard was reached at the end of the day on March 14 and notified SPEC that he hadn't received a single answer. He failed to call Spec back the following day and was out of the office on March 15.

The announcement made by Premier Couillard now goes back ten-and-a-half months. The limit of ten



Photo: G. Gagné

Lumber could be loaded on flat cars in New Richmond too but the limit imposed by Transport Quebec casts a doubt over that potential.

loaded cars per week on the Cascapédia-St-Jules bridges was imposed at the beginning of December, so three-and-a-half months ago.

Without criticizing Transport Quebec, the director of the Gaspésie Railway Society, Luc Lévesque, points out

that the limit not only complicates operations with existing customers such as McInnis Cement, but it hampers the transporter's growth and its revenue sources.

“We have other transshipment possibilities for New Richmond in the short term.

We have talked about lumber but I can say that at least two other companies are interested. However, that freight is heavy and would be blocked by the limit of ten loaded cars. The problem is not only

Cont'd on page 11

Tales of the athletically inclined skiing, can you relate?

Sharon Howell

Like many people around the world I have been watching some of the Winter Olympics events in Pyeongchang, South Korea. I heard someone say that they have been so dedicated to watching the games that their eyes were sore. How sore were they you ask? Well, you can make your own analogies on that. All of the events are amazing. For some events I have wondered “what are you thinking travelling down a frozen slope at that speed?” “Does your mother know what you are doing?” Just a minute, yeah she’s there cheering you on but I am positive that she is scared silly. However, one of my favourites is the downhill racing. As I watch them take those turns and fly through the air I almost become one with each skier. I can almost feel the pressure on my legs as I try to stay upright on my imaginary skis. Some of you who know me are aware that over the years there have been some bizarre events or situations that, upon hindsight, might bring one to laugh, cry, sometimes the two together, etc.

At a very young age, somewhere around six years old I was given a choice to learn how to use either snowshoes or skis. I chose skis. It was never my strong suit and in later years I realized that snowshoes would not have been any better. Still, I persisted in using the skis.

Our family home was about a quarter mile from the main road, as we say in Gaspé, and in the winter it was closed. In the spring mom called Charlie O’Brien, our Councillor, to ask him to get the town council to authorize opening the road. Charlie always came through and we sure appreciated that. In the meantime, my sisters and I would leave the house while it was still dark. With our school bags and lunch kits in one hand and a ski pole in the other, we’d slip our boots into the toe straps on our skis and head out. There were many drift banks to climb and descend on that short distance which seemed like miles most mornings. My sisters were able to climb the banks doing the herring bone type

of moves. Well, it didn’t seem to work for me. I was determined to climb those banks straight forward. Needless to say I had some difficulties getting up the hills and naturally there was much complaining and probably lots of tears too. Eventually my older sister would come back and put her skis behind mine and basically push me up the hill. She never said much, she probably thought lots of things, but that would come later. Mom, although I never saw her on skis, suggested firmly that I try to climb the banks by side stepping up them. Amazingly, it worked and at some point I learned how to do the herring bone manoeuvre too and all was well with the world. Little did I realize that learning to do the side stepping on skis would come in handy.

I always had a desire to learn to ski downhill and I dreamed of being able to do those sweeping turns. Oh, how great would that be! The pictures and films of people making those cuts in the fresh powder were and still are awe inspiring. When I moved to Vancouver I was surrounded by mountains and lots of skiing opportunities. One winter, a group of us decided to take ski lessons on Grouse Mountain in North Vancouver. They promised that in four lessons we would be able to ski “the cut.” “The cut” is that clear wide swath that you can see in photos of the mountain overlooking Vancouver. We geared up and the instructor started us off with the “snowplow.” No problem, especially on a flat surface. Once he figured it was safe he moved us closer to the slopes and things took on a whole different perspective. We were no longer on a somewhat flat surface and we were not on powder. We were on a mountain, not a snowbank, and it was icy. Oh, yes, I forgot to mention that we didn’t have ski poles and our skis were only about three feet long. The scene is this: the “bunny hill” is to the left and it is fairly wide, but icy. To the right is “the cut” and we were not yet ready for that. Straight ahead is “the peak” and the skiers are coming

down it at a good clip and they will either turn right to the bunny hill or turn left to the cut. Guess which direction it seemed that they all decided to take when I started down the bunny hill? You go it! They seemed to all need to go there. I started down and my skis started to get away on me. I had to stop somehow and falling wasn’t an ideal option. I tried to turn to head uphill and eventually I did. Foolishly,

I thought I could



do that again but with more success. Well, eventually I did fall and I twisted my knee. Needless to say, a few choice words were expressed and I had enough of those lessons. I didn’t trust that instructor to get me safely down the cut without ending up in someone’s backyard in North Vancouver. Somehow, I made it down the bunny hill and played around down near the bottom for the rest of that day.

My older sister says that I am persistent and that appears to be fairly accurate. A few years later, I tried another lesson this time on Vancouver Island at Forbidden Plateau. This time the instructor was more focussed and she had our best interests at heart. We started off with the snowplow and that was good. We headed to the bunny hill but this time, we started at the bottom of the bunny hill and we started working our way up the hill in incremental achievements. Oh, yes, we also had the short skis and were not using our ski poles. We had some but they were for later on in the lesson. We had progressed to turning left while doing the snowplow and stopping. There was a young girl in the group and she went before me. It was my turn and I was progressing nicely doing my snowplow, I did my left turn and straightened out my skis. Then I real-

ized something was wrong. The poor young girl was innocently waiting there when I realized that I was headed straight for her. It seemed like time was both going really fast and then really slow. Panic set in and somehow I couldn’t stop. All I could do was say “I’m sorry, I’m sorry.” I can still see the expression on her face. Her eyes were the size of saucers! My skis went between her skis and I pushed her back about ten feet before we both fell down. Thankfully, our bindings released and we were able to get up. When we turned around, the ski instructor was doubled over laughing. She said “I have never seen anything like that before.” That poor young girl steered clear of me for the rest of that day. Come to think of it, pretty much everyone else in the group did too.

About 20 years later I won a ski trip vacation to Big White in the Okanagan. It was a trip for two including airfare, accommodations on the mountain, lift tickets, and lessons for five days. I invited a friend of mine who lived in Kamloops. He drove to Kelowna, met me at the airport, and off we went to the resort. He had his ski equipment but I needed to rent some. While I was being outfitted, he went and checked out the various runs. When he came back I was ready to go. We decided to check out the bunny hill. He was told it was just out back of the lodge where we were staying. We approached it and there was a chair lift. He says “often there is a chair lift at the bottom of the bunny hills.” No problem. I had never been on one but was game to learn how to get on and off it. I had heard some horrendous stories of what happened to some people getting off those things so I was a bit nervous and prepared myself for what could happen. We got on the chair without incident and away we went. Naturally, the trees became smaller, it got greyer, and there was a good distance between the chair and the ground. Ferris wheels came to mind while sitting on that chair. Suddenly, my so called friend says, “Uh oh! I think we are on the wrong chair lift.” We were headed up the

steep mountain. I was thinking maybe I could convince them at the top that I needed to take the chairlift back down. No, that wasn’t an option. The only way down was to ski. We were a mile up the mountain and did I mention that it wasn’t powdered snow. I discovered another way down the mountain. I used that skill I learned as a kid to side step down the mountain. We were probably about an hour or so into our slow but steady descent when we looked up and the chairs had stopped moving. The hill was shutting down for the day. It was starting to get dark. There was no lodge in sight. My alternating “poor friend” or “so called friend” was starting to get cold. All of a sudden a skier appeared. It was the ski patrol. He asked if “there was a problem?” Imagine that, a problem! “Yes,” my friend said. “She can’t ski.” The ski patrol called for help and the cutest most wonderful guy showed up on a skidoo and “drove” me back to the lodge. The next day I learned to ski enough to navigate the bunny hill and the chair lift. Two days later I was back up that mountain, but in a different area, with an instructor, and skied down it on some easier runs.

Not long after this vacation my cousin Joan and I went to Whistler and we did some skiing there. The season was almost finished and the snow was soft in places. I did enjoy it and I am very happy to have learned enough to make it down a mountain, if need be. I don’t plan on making it a destination or a necessity. This all happened around the time that Steve Podborski was a big name in skiing. Some of my family members phoned and said that he had called and wanted to know if I was available to try out some new equipment.

So, now you can probably understand why I might get into the skiing. Luckily, I have never been near moguls; they don’t interest me at all.

Maybe sometime I will share my snowshoeing experiences with you. I hope there was something here that helped to bring a smile or a chuckle to your day.

Gesgapegiag's Quentin Condo releases first music EP

Gilles Gagné

GESGAPEGIAG: – Gesgapegiag businessman Quentin Condo is releasing his first music EP (extended play), entitled *Q052 – Lateral Violence*. In the three track EP, the Mi'gmaq musician describes “the reality of living in an Indigenous community fraught with daily social injustice,” the press release by Musique Nomade mentions. Musique Nomade is an organization that promotes music by Native artists and is representing Quentin Condo following the release of his EP.

The press release also states that the musician has adopted hip hop “in the old school style of Cypress Hill or Ice-T in the vein of Rocky Balboa’s fighter instinct.” The EP was produced by Emmanuel Alias from Studio XS Music. Spec asked Quentin Condo, a few questions about this production.

Could you explain the meaning of Q052? “The 052 comes from the government’s registry system of Indigenous communities across Canada. Each registered band member has a number to identify them, every band member in Gesgapegiag has a number that starts with 052 followed by 7 other digits to identify the person. In Listuguj the number is 053 and in Gespeg it’s 051.”

When did you start writing music/lyrics? “I have been writing poetry ever since I was a teenager but only re-



Photo: Musique Nomade

Quentin Condo with producer Emmanuel Alias.

cently started rapping with a group of fishing friends of mine who make fishing films. I re-wrote a track that was originally written by Slick Rick called *Children’s Story* and did a fishing story cover. You can find it on facebook at *Lendemain de Trole* fishing films. When I realized that I wasn’t too bad at it, I quickly decided to use the art form to address Indigenous issues.

I’ve always been active in the protection of environmental issues and for my people’s Indigenous rights. I felt it was a responsible way to contribute in the systemic changes that need to happen. I have been writing since last September and I hope to complete

my album before the summer. I’ve already written and recorded 12 other songs besides the EP that Musique Nomade has just released. I’d like

to point out that all proceeds from the sale of this EP will be donated to the Native Women’s Association of Canada and you can purchase

it on Bandcamp.

You use music to make political statements, especially at the regional level. Why? “I’m using my music as a means of protection against political abusers. I’m using it to bring awareness to the issues that go unheard, unseen or intentionally ignored. Indigenous People live in a system designed by our political enemies and that system was designed to destroy and eliminate Indigenous People. It doesn’t work, a healthy community was never a part of the system’s plan! It was designed to create chaos for our People and it has done just that since the mid-1800s.

My goal is to address injustice against Indigenous People on every level of government and I’m not afraid to point out the lateral violence that our own people inflict on each other. Most people are afraid to speak and for those people I’ll speak real loud.

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Fipec expands its Hope Town facility

Gilles Gagné

HOPE TOWN: – The owners of Fipec, a Gaspesian fishing gear manufacturer, are currently investing in a significant expansion of their Hope Town facility. Work started in November and will be complete in July, as the main floor cement slab will only be laid this spring.

Fipec president Daniel Desbois explains that the expansion was necessary, considering the company's growth since he and his brothers Lino, Jean-René and Guy acquired the company nine years ago.

"We lack space. Our territory has grown a lot. We didn't think at the time that it would be such a hit. We expanded at our other plant in Grand River three years ago but that is clearly not enough. We need more space. That will increase our efficiency and we will benefit from more storage space. We presently have to leave a lot of material outside and it is not ideal," explains Daniel Desbois.

When the Desbois brothers acquired Fipec, the company mainly delivered snow crab and rock crab traps to Gaspesian and New Brunswick fishermen. The picture has changed significantly over the last nine years.

"We are now also delivering our products to the Lower North Shore, the North Shore, Nova Scotia and Prince Ed-



The new building will add more than 6,500 square feet to Fipec's existing space.

ward Island. We had eight employees nine years ago. We now have 37 or 38, including Grand River," specifies Daniel Desbois.

Over the years, Fipec has added the fabrication of lobster traps and nets to its original production. Some gear specific to the North Shore and Lower North Shore commercial fishing are also made in Hope Town. The nets are either used by fishermen or biologists.

He did not divulge the magnitude of the investment but does not deny that it could be near \$1 million. The expansion is being carried out by Chandler-based contractor, Bernard Giroux.

"We are adding 6,500 square feet just beside, an ex-

isting building. One part of the new facility will have three levels, two of them not counted in the 6,500 square feet. There will be storage space on the main floor, in the basement, and under the store, which is also located on the main floor. Our offices will be on the second floor with a room for net fabrication," explains Daniel Desbois, while walking in the new building.

The new store will replace the small store currently used to supply a fairly large amount of fishing equipment and hardware items used by fishermen. The little store will be demolished once the inventory is moved to the new building.

"At the new store, we will increase our inventory in work clothes and we will also im-

prove the sports fishing side a bit. We know that a wider range of work clothes will

sell," adds Mr. Desbois.

The expansion will create new jobs. "We will add between two and four new employees for now and maybe more later. The fabrication of nets for scientific purposes is one field that is growing well," he says.

The cement slab will only be laid after the spring thaw. "It would have taken longer and been more costly to lay it in the winter. We also lack time in the winter, as it is our peak production period. We are in a rush between October and April, until fishing resumes. It will be easier for the contractor to finish it once fishing has started. There are fewer people in the shop and it will be easier to move things around during that time," concludes Daniel Desbois



Photos: G. Gagné

Daniel Desbois chats with employees making a special net designed to save a fisherman who has fallen in the water.



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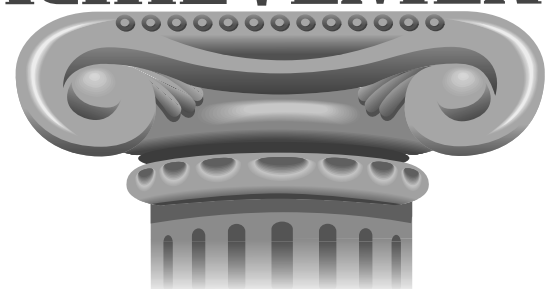
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RAILWAY:**▶ Cont'd from page 3**

of about \$7 million yearly for LM Wind Power and its customers.

Moreover, the construction of the Port Daniel cement plant was well underway when then Transport minister Robert Poëti decided to put the line between Caplan and Gaspé in a dormant state in 2015.

LM Wind Power and McInnis Cement receive no compensation from Transports Québec because their commodities are transferred to railcars in New Richmond at a higher cost.

The Gaspésie Railway Society is an entity controlled by the four MRCs covering the railway between Matapédia and Gaspé. The society was the owner of the line until March 2015, when debts totalling close to \$3.9 million forced its management to cede ownership to Transports Québec, after filing for court protection. The transporter remained the operator of the line.

Transports Québec's au-

thorities favour the replacement of the Cascapédia-St. Jules bridges. The time frame of that operation remains to be defined. Plans and specifications could be released over the summer and a call for tenders could be issued during the fall.

Despite the administrative and technical hurdles coming from Transports Québec, traffic is rising for the Gaspésie Railway Society, which is coming off three consecutive record years.

The number of carloads went from 1,624 in 2015 to 1,741 in 2016, and then to 2,786 last year. The biggest factor explaining the 2016 and 2017 situation is the emergence of windmill blades trains, with just over 1,000 carloads last year, and 111 cement cars.

The number of cement cars could surpass 1,000 in 2018 whilst the number of windmill blade flats cars could near 1,500 for a total traffic of 4,000 carloads. Temrex, the Nouvelle sawmill, generates about 1,500 carloads annually.

Eastern Shores School Board ranks high in high school success rate

Gilles Gagné

From an Eastern Shores press release

NEW CARLISLE – Eastern Shores School Board is proud to announce its five, six, and seven-year cohort success rates according to the prospective study of the Ministry of Education et Enseignement Supérieur.

Our five-year cohort rate was 76.45%, tied for 7th in the province. Our six-year cohort was 75.2% , for 24th rank in the province. Our seven-year cohort was 87.4% , 5th in the province.

Prospective studies are based on the statistics gathered from the graduation rates of

secondary students, at the completion of either 5, 6 or 7-year cohorts.

The above statistics do not provide a complete portrait. Eastern Shores School Board has three challenging characteristics that distinguish us from the other 68 public school boards in the province. Our territory is the largest. We are approximately 2200 kilometers in circumference with two bodies of water separating us from our North Shore and Magdalen Islands schools.

However, by enrolment, we are the second smallest school board in the province. Finally, 14 of 16 of our schools (or 87%) are designated economi-

cally disadvantaged (l'indice de milieu socio-economic). We have the highest proportion of milieu defavorise schools in Quebec. ESSB territory covers the Gaspé Coast, the Magdalen Islands, the Lower Saint-Lawrence and the North Shore.

“We are very proud of the entire team at ESSB. The energy of the staff and perseverance of students combine to produce a winning result,” said the Chairman of ESSB, Wade Gifford. “We have been able to accomplish these results despite our considerable challenges, including a diminishing student body that is scattered across a huge territory... congrats to all!”

RAILWAY BRIDGE:**▶ Cont'd from page 6**

linked to the added complexity of operating a railway with all the constraints we must overcome; it will at one point cast a doubt about the possibility of using the railway as a sound transportation means in the Gaspé Peninsula”, analyzes Mr. Lévesque.

He also points out that the goal of the Gaspésie Railway Society is not to develop a transshipment centre in New Richmond but to provide a service as close to the customers as possible. “It is the best way to maximise our efficiency and our revenues”.

The skinny on weight-loss and other health scams

(NC) We've all seen the ads, on the sides of websites and on our social media feeds: “Doctors hate her,” or “One weird tip to melt belly fat.” They seem too good to be true, which is because they absolutely are.



These frauds offer little to nothing in terms of actual healthy weight loss, and nothing comes cheap. You can be on the hook for large up-front payments or locked into long-term contracts if you aren't careful.

But the scammers have gotten more subtle, and ignoring the margins of your web browser won't be enough to protect you from their lies on social media. You now need to watch out for the content your friends share as well.

Scammers have infiltrated Facebook feeds and Pinterest boards alike with accounts solely devoted to promoting their useless “quick-fix” products.

Seemingly real users do nothing but link as many actual people as possible to the scam content. They post before-and-after pictures of weight loss “miracles.” They post status updates of weight loss struggles and triumphs, even peppering in pictures of their pets to seem more real.

Not only does their fake content find its way into your feed, your friends can make it seem more credible by liking the content or commenting on it if they fall for a fake profile. Scammers might even add information to your friends' posts to make it seem like your friends endorse or even use the product.

Scams that promote themselves on social media are especially dangerous because they show up alongside content from people you know and trust. Always think about why someone made a post, especially if they seem to be promoting a product. Their post may have more behind it than you — or even they — realize.

Find more information at www.competitionbureau.gc.ca/fraud.

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NEW CARLISLE

Wine & Cheese

Wednesday, March 28 from 5:00 to 7:00
168 Boulevard Gérard D. Levesque

Art for Action

An exhibition of entries from the Art for Action contest will be on display and winners will be announced.

Colour Me Gaspé

The official launch of *CASA's Colour Me Gaspé*, a Gaspesian colouring book for all ages.

GASPÉ

Music & Dancing

Friday, March 30 from 7:00 to 9:00
Gaspé Legion, 197 Rue Jacques Cartier

Come out to celebrate the launch of *Colour Me Gaspé*, with local musical talent, Nash Stanley!



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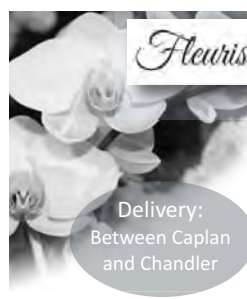
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Announcements...



In Memory

GALLON: Frances

In loving memory of a dear mother, mother-in-law and grandmother who passed away March 23, 2010.
*A mother's memory is more than gold,
 And a mother's worth can never be told;
 A loving mother good and kind,
 A beautiful memory left behind.*

Always loved and remembered by John, Maria, Amy and Katie xoxo.

HOCQUARD: Francis George

(December 31, 1944 - March 24, 2009)

Remembering with love a special brother, brother-in-law, uncle and great uncle taken from us on March 24, 2009.

*His nature was loving and giving
 His heart was made of pure gold
 And to us who truly love him
 His memory will never grow old.*

The wonderful memories are a cherished treasure that remains with us every day. You are forever loved, forever missed, and forever in our hearts. Thelma, Barry, Debbie and Jayden.

MITCHELL MALONEY: Cynthia

February 5, 1919 - March 24, 2017

In loving memory of Cynthia Mitchell Maloney.
*Mama you are missed so much.
 We often sit and think about the years that have passed by
 And of the happiness and joy that we shared.
 We think of all the laughter,
 The smiles,
 All the fun,
 And before we even know it,
 Our tears have once again begun.
 For although it brings us comfort,
 To walk down memory lane,
 It reminds us how without you,
 Life can never be the same.*

In our hearts your memory is kept to love, to cherish and to never forget, Sybil, Glen, Desi, Marlene, Diane, Ron and families.

Look Who Is 88!



John Diotte
 New Richmond, Quebec

PHOTO QUALITY

Please keep in mind when submitting photos of a loved one please do not send in photocopies, copies printed off a home colour printer or the cards given out at the funeral home. The quality of your photo will not reproduce well in the newspaper.



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Why do we say...

By Gary Briand

Very recently I discovered a distant relative in York. Her name is Wendy. After researching our family tree through the name Conoley, I discovered that Wendy's grandmother was indeed a great aunt. But I began to ponder over the name "Wendy". I found it once in nineteenth century literature and as late as 1899. Originally it was a shortened form of Guinevere or the Welsh name Gwendolyn.

But in 1902, the famous James Barrie had a friendship with a little girl named Margaret Henley who had trouble pronouncing "r". By all accounts, she kept referring to Barrie as her "fwendy" and on occasion as "fwendy wendy". Margaret died at six years of age. It is clear that Barrie missed the little girl and that her inability to say "r" helped him conceive that character he was about to immortalize. In 1904 the world was introduced to Peter Pan, the Boy Who Wouldn't Grow Up. In it Peter meets Wendy, the Darling family's daughter, and takes her to Neverland.

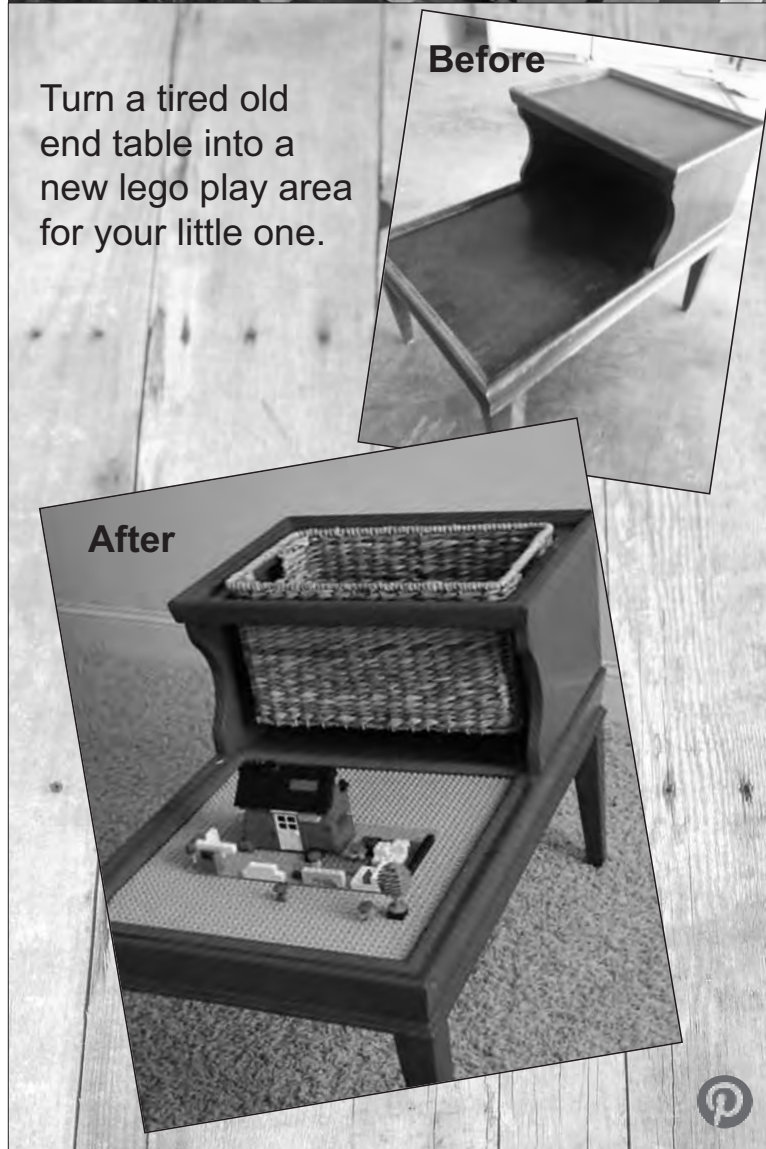
From being very rare, the name Wendy quickly became popular, popularity that has always been attributed to the wholesome character in Barrie's play

It is interesting to note that Margaret's father was the inspiration for Robert Stevenson's character Long John Silver.

Go ahead...play with your food




What is old becomes new again! Don't throw out your old furniture, change it up and make something



Turn a tired old end table into a new lego play area for your little one.

Point to ponder




Why can't women put on mascara with their mouth closed?

HOROSCOPES

- ARIES** – Mar 21/Apr 20
A few bumps along the way do not derail you when you are motivated, Aries. Just keep chugging forward and you can plow through any obstacles that spring up.
- TAURUS** – Apr 21/May 21
Find a way to work a vacation into your schedule, Taurus. You can probably use a respite from the daily grind, and a change of scenery is just what the doctor ordered.
- GEMINI** – May 22/June 21
Gemini, if you slow down and listen to others, you may learn something new about yourself. Sometimes you have to view yourself through another's eyes.
- CANCER** – June 22/July 22
You may have to trust a friend to handle something you would much prefer to handle yourself, Cancer. Trust that this friend will do a good job and express your gratitude.
- LEO** – July 23/Aug 23
Open your eyes to the bigger picture, Leo. Only focusing on the smallest details will prevent you from seeing the grand scheme of things.
- VIRGO** – Aug 24/Sept 22
Virgo, an unexpected situation momentarily takes you off guard. Take a step back and reassess the situation. Some careful reflection will help you find a solution.
- LIBRA** – Sept 23/Oct 23
Libra, when someone calls on you for advice, offer it without reading too much into why it is needed. You are there to lend support and a different viewpoint.
- SCORPIO** – Oct 24/Nov 22
Take inventory of your weaknesses, Scorpio. By recognizing your shortcomings, you can become a stronger person and both your personal and professional lives will benefit.
- SAGITTARIUS** – Nov 23/Dec 21
You cannot always remain under the radar, Sagittarius. Sometimes your actions will be out in full view, and you need to accept any praise and criticism as it comes.
- CAPRICORN** – Dec 22/Jan 20
It's time to prepare for an adventure of sorts, Capricorn. The excitement may be mounting this week as you get all of the details in order. Start packing for travel.
- AQUARIUS** – Jan 21/Feb 18
Lend support to a spouse or romantic interest because he or she will need it this week, Aquarius. You can't fix all problems, but you can show your support.
- PISCES** – Feb 19/Mar 20
There's little time to waste this week, Pisces. Be sure you have all of your details set and ready to go. Efficiency is key.
- FAMOUS BIRTHDAYS**
MARCH 18
Sutton Foster, Actress (43)
MARCH 19
Clayton Kershaw, Athlete (30)
MARCH 20
Ruby Rose, Model (32)
MARCH 21
Scott Eastwood, Actor (32)
MARCH 22
Keegan-Michael Key, Comic (47)
MARCH 23
Brett Eldredge, Singer (32)
MARCH 24
Jessica Chastain, Actress (41)

THIS DAY IN...



HISTORY

- **1547:** NINE-YEAR-OLD EDWARD VI ASSUMES THE ENGLISH THRONE.
- **1915:** THE U.S. COAST GUARD IS CREATED.
- **1960:** THE NATIONAL FOOTBALL LEAGUE ANNOUNCES EXPANSION TEAMS FOR DALLAS AND MINNEAPOLIS-ST. PAUL.

IN SIGHT WORD SEARCH

V	A	M	I	G	R	A	I	N	E	C	D	I	A	B	E	T	E	S	W
I	O	H	C	T	A	R	C	S	R	E	D	N	E	S	S	F	G	C	O
A	L	L	E	R	G	I	E	S	W	E	L	L	I	N	G	G	W	N	V
S	G	F	I	R	I	C	O	N	J	U	N	T	I	V	I	T	I	S	K
E	R	I	Z	C	O	M	P	U	T	E	R	E	N	O	I	S	I	V	O
Y	J	I	M	R	A	L	U	C	O	A	B	R	A	S	I	O	N	S	C
E	A	S	T	I	G	M	A	T	I	S	M	Y	N	P	O	C	S	R	C
U	U	W	O	F	T	M	D	Z	K	W	L	M	F	Y	O	E	O	E	S
C	L	I	R	R	I	T	A	T	I	O	N	L	L	L	N	S	T	I	A
S	I	T	A	H	U	A	N	B	T	N	A	U	O	Y	S	A	F	C	S
W	A	G	R	T	K	E	L	C	L	M	H	R	R	E	O	T	J	A	C
E	H	I	K	A	M	E	A	U	M	E	B	D	D	L	L	N	M	W	H
Y	M	W	P	E	V	R	R	A	C	L	P	H	F	Z	P	O	C	Y	E
Y	L	O	V	O	A	I	T	A	I	A	O	H	C	R	C	E	P	Y	M
E	T	O	R	T	Y	I	O	N	T	A	M	O	A	U	L	E	E	B	V
B	M	S	A	D	O	B	D	L	L	I	R	O	A	R	R	L	S	T	Y
T	N	C	N	N	N	O	S	A	E	N	T	L	T	O	I	C	Y	U	H
S	T	R	A	I	N	Y	Z	E	E	T	G	I	P	D	I	T	Z	Z	R
M	P	N	Y	O	O	Y	S	A	R	K	D	I	S	F	R	N	I	O	U
S	U	M	S	I	B	A	R	T	S	P	A	D	I	U	L	F	P	S	F

Find the words hidden vertically, horizontally & diagonally throughout the puzzle.

WORDS

- ABRASION
- ALLERGIES
- ASTIGMATISM
- BLEPHARITIS
- CATARACT
- COLOR BLIND
- COMPUTER
- CORNEA
- CROSSED
- DIABETES
- DRYNESS
- EYELID
- EYES
- FLOATER
- FLUID
- GLAUCOMA
- HYPEROPIA
- INFLAMMATION
- IRRITATION
- KERATITIS
- LAZY
- MACULA
- MIGRAINE
- MOVEMENT
- OCULAR
- PRESBYOPIA
- REDNESS
- SCRATCH
- STRABISMUS
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