

The Gaspé **Spec**

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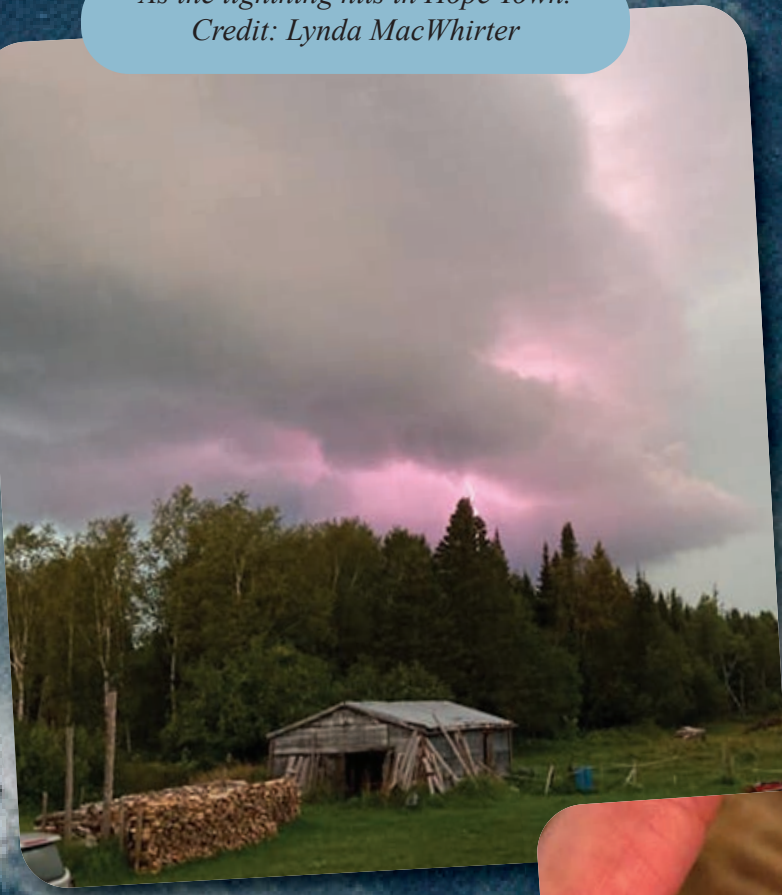
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Many areas of the Gaspé Peninsula received tornado warnings on the afternoon of August 26

The following are photo submissions from our facebook followers

*As the lightning hits in Hope Town.
Credit: Lynda MacWhirter*



*Ominous clouds can be seen for miles in
New Carlisle. Credit: Patricia Smith*



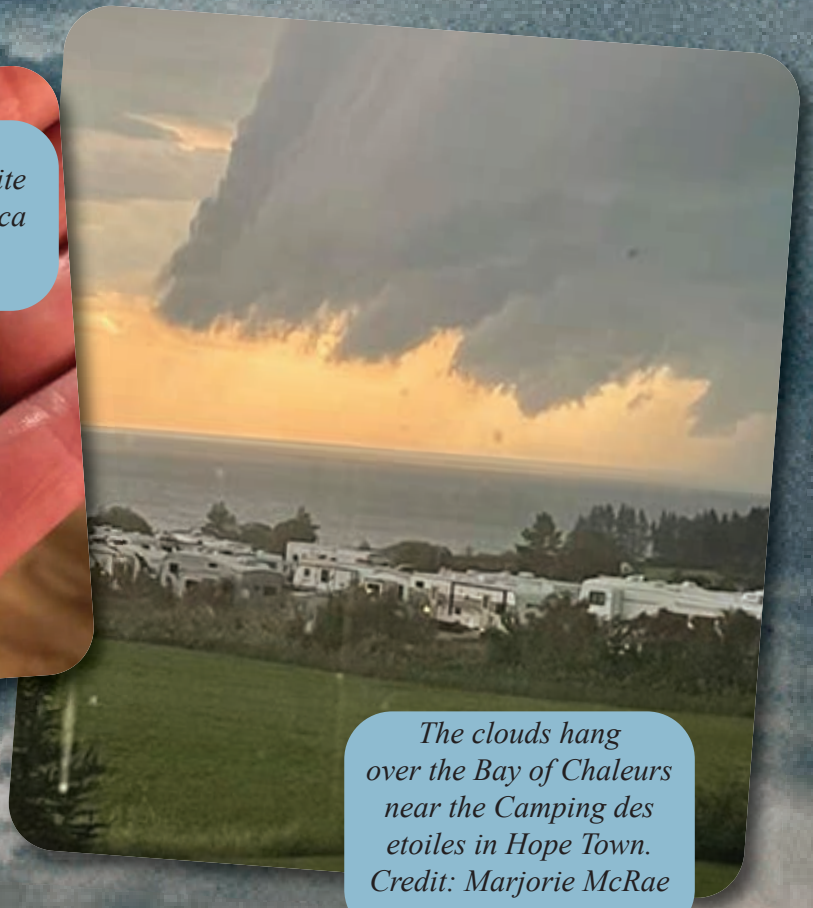
*The hail that fell in
New Carlisle was quite
large. Credit: Rebecca
Renouf*



*The sun shines
as the clouds darken
in New Carlisle.
Credit: Cindy Carney*



*The clouds hang
over the Bay of Chaleurs
near the Camping des
etoiles in Hope Town.
Credit: Marjorie McRae*



Staying safe in a tornado

Diane Skinner

On August 26, the Gaspé Peninsula received several alerts issued by Environment Canada. The entire region was under the threat of severe thunderstorms. The warnings included the likelihood of strong winds, heavy rain and hail. During the mid-afternoon a very unusual, for this region, alert was issued about the possi-

bility of a tornado.

Tornado watches were issued for several areas of the Bay of Chaleur. Environment Canada issued this warning: "This is a dangerous situation that could cause fatal injuries. In case of severe weather, be prepared. Take shelter immediately if threatening weather is approaching."

Here are some suggestions for staying safe during a tor-

nado.

Go to the basement. If there is no basement, go to a small room, ideally one without windows. A bathroom, hallway or closet can offer you protection also. Get under a heavy table or a mattress.

Stay away from windows because there is danger of flying debris crashing through.

If you are in a building with a wide roof, such as a

church or large storage building, try to go to a different shelter. These buildings can have the roofs ripped off in a serious tornado.

Many people are injured during tornadoes while in a trailer or mobile home. Find another shelter as quickly as possible. The best is one with a strong foundation.

Pull over and park your car. Do not stay in your car, be-

cause it is safer to lie down in a ditch away from any trailers or cars if you have time. Protect your head and neck with your arms.

If you have time, secure any outdoor objects that can fly and go through your windows or doors.

Keep this in mind: Do not chase a tornado because you are risking your life. They can change direction, and quickly.

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Police report

The trial of Robert Burnsed, 46, from Gesgapegiag charged with uttering death threats and assault, will take place on December 15 at the New Carlisle courthouse. “The trial of Mr. Burnsed was supposed to start on August 12 but new evidence stemming from the police investigation was brought to the attention of the court that day and the procedure was postponed,” explains Cédric Leblanc-Falardeau, criminal and penal prosecutor for the Department of Justice.

The charges laid against Robert Burnsed are related to a February 21 incident that occurred between 3 a.m. and 1:40 p.m. in a Gesgapegiag house. That incident required the intervention of the Gesgapegiag police and the SWAT team of the Sûreté du Québec, who were called to assist. He allegedly uttered death threats and pointed a firearm towards his then partner. He also committed assault, assault with a weapon and an assault relating to an attempted strangulation. He is also charged with illegal possession of a firearm and negligent storage of a firearm. The accused was released in February by Quebec Court Judge Celestina Almeida after a short period in custody.

On August 13, at the New Carlisle courthouse, Epanow Joseph, 19, from Gesgapegiag, entered a plea of guilty on charges of uttering death threats, assault causing bodily harm, assault with a weapon, as well as break and enter. The crime had taken place in a residence in Bonaventure on May 15. “The charge linked to mischief of \$5,000 was dropped,” points out Cédric Leblanc-Falardeau, criminal and penal prosecutor for the Department of Justice. The victim was a man in his thirties and he suffered injuries that were not life-threatening. Judge Celestina Almeida of the Quebec Court sentenced Epanow Joseph to a 15-month prison term. At the time the sentence was rendered, 141 days has been served and there were 309 days left to spend in prison. He will have to respect a two-year probation after that, including a six-month period with regular follow-ups. He will also be prohibited to use a firearm during that period.

The body of a man was found in the water, on the marina side of the Rivière-au-Renard harbour, on the morning of August 25. The body was seen by a citizen around 8:30 a.m. and later removed by a team of firefighters and paramedics. The body was sent to the hospital for identification. “A security perimeter was put up, and the judicial identity service carried out its work at the scene. Witnesses were met. Over the evening, and despite the fact that the investigation was not completed, we ruled out criminal elements to explain that death, as no signs of violence were noticed on the body. It was an accident. The victim is Martin Côté, aged 39, from the Manche d’Épée sector of Rivière-Madeleine on the north side of the Gaspé Peninsula,” explains Sgt. Claude Doiron, of the Sûreté du Québec. He is believed to have been in the water for a short time. He was a fisherman’s helper working on a boat based in Rivière-au-Renard.

A man in his twenties from the Chandler area will likely face charges of driving while impaired. On August 22 at 10 p.m. the man’s vehicle left the road near the Pabos church. The man was sent to the hospital, suffering from minor injuries. A blood sample was taken as he displayed signs of intoxication. The vehicle was totalled as a result of the accident.

This week in the Gaspé Peninsula, as well as elsewhere in Quebec, hundreds of thousands of students have returned to their schools. The Sûreté du Québec reminds the public that, as a consequence, the presence of school buses, pedestrians, cyclists and guards has necessarily increased traffic on the road network. As a prevention means, since August 30 and until September 7, the police officers of the Sûreté du Québec will intensify their interventions around schools.

Road users are advised to be extra careful to ensure a safe return to school for all. The rules to follow are relatively simple. It is important to respect posted speed limits. In a school zone, from Monday to Friday, from September to June, the speed limit cannot exceed 50 kilometres per hour and can sometimes be as low as 30 kilometres per hour for the school zone, between 7 a.m. and 5 p.m. Fines are doubled if an offense is committed within that specified period.

Also, road users approaching a bus or minibus assigned to the transport of students and equipped with intermittent red lights must stop more than five metres from the bus or minibus. It is the same when the bus or minibus makes use of its mandatory stop signal. Thus, it is possible to cross or pass a school bus only when the intermittent red lights are off and the mandatory stop signal is not deployed. The number of demerit points attributable to this violation is nine.

When traffic is directed by a peace officer, a school guard or a flagman, drivers must, despite signs expressing the contrary, obey their orders and signals. People must also remember the importance of respecting signage around schools, particularly in areas reserved for buses, areas where parking is prohibited and transit or shipping zones. When dropping your child off at school, make sure to do so in a safe manner and avoid reckless maneuvers. Avoid double parking and “U” turns.



Photos: N. Sergerie

The Minister of Municipal Affairs and Housing, Andrée Laforest.

No housing crisis in Quebec, according to Minister Laforest

Nelson Sergerie, LJI

GASPÉ - Quebec has no plans at the moment to support the construction of private housing across the province when there is a significant shortage of rentals in the Gaspé.

When questioned during her visit to Gaspé on August 23, the Minister of Municipal Affairs and Housing denied that there was a housing crisis in Quebec. Andrée Laforest spoke more about the scarcity of rentals.

“When we say that there is a housing crisis everywhere in Quebec, that is not true. (...) We go by municipality. However, we announced \$1.5 billion with the federal government for housing projects. These are projects that must be built within a year. All the projects that you want to see rise from the ground very quickly. We are at high speed,” says Minister Laforest.

In the Gaspé, construction costs per unit are \$20,000 to \$25,000 higher than elsewhere in Quebec, according to a CIRADD study last spring. The lack of manpower and the amortization of investments are issues affecting construction.

In addition, municipalities like Carleton-sur-Mer, Chandler, Maria or Percé have a 0% vacancy rate. In Gaspé, the mayor, Daniel Côté, estimates that there is a shortage of between 200 and 300 housing units to meet the needs despite the implementation in December 2019 of incentives such as a five-year tax break for any new apartment building.

“We definitely see a tightening in the rental market. On the other hand, here (in Gaspé), a private interest bill was adopted in 2019. When we have projects tabled from the community that can help increase the supply, we support it,” says Minister Laforest.

The Table of Prefects suggests creating a fund of \$1 million to support projects in the Gaspé, an issue that is moving forward.

“It’s on our desk. We are currently studying it. We nevertheless announced \$1.5 billion on the table for social and affordable housing projects.” She also mentions that anyone with a project in the Gaspé to submit it to her and it will be dealt with quickly.

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COVID update: No active cases in the region

Gilles Gagné

CARLETON – The COVID-19 situation improved during the last full week of August as the number of active cases dropped to zero on August 22. It was the first time since August 6 that no coronavirus active case was recorded on the Public Health Board daily report.

Two new cases were reported on August 20 and 21, one per day, both located in the Côte-de-Gaspé MRC, but they were considered healed on Au-

gust 22. The results of that fourth week of August matched that of the previous week, also marked by only two new cases, but also by a Listuguj COVID-related fatality.

Quebec's Education Minister Jean-François Roberge presented on August 24 the new rules that are applied in the province's schools. The Ministry of Health changed its June decision to opt for mask-free schools and some constraints remain. They must wear their mask when they are in common

places, although the mask is removed in class.

As the SPEC was reaching its August 27 deadline, school boards on the English side and school service centres for francophones were awaiting details from the Ministry of Education on rapid tests. However, there will be no class isolation if a coronavirus outbreak occurs.

In elementary schools, only the infected pupil will have to isolate himself or herself and his classmates will remain in school, wearing the mask. In

secondary schools, students who have been vaccinated twice will not have to wear the mask despite the occurrence of a case in class.

According to the Public Health report published on August 23, the number of people vaccinated in the Gaspé Peninsula and Magdalen Islands reached 79.6% for the first dose, compared to 79.2 a week before, and 74.9% for the booster shot, a bit higher than the 74.2% of August 16.

In the Gaspé Peninsula, the

vaccination rate for the first shot reached 78.6%, compared to 78.1% a week before, and 73.6% instead of 72.8% for the second shot. In the Magdalen Islands the first shot rate remained at 86% while the proportion of people having received the booster shot made a tiny jump from 83% to 83.1% in a week. The Quebec-wide corresponding rates are 75.5% and 68.5% respectively for the first and booster shots, compared to 74.8% and 65.4% a week before.

Editorial page

Gilles Gagné Commentary



Gasoline prices trigger reflection

Gasoline prices were between 8 and 10 cents per litre higher in the Gaspé Peninsula compared to the Quebec average during the last week of August. According to CAA-Quebec, the price in the region was 2.4 cents above what that organization was considering a reasonable price. CAA-Quebec was therefore recommending consumers to delay a stop at a service station if they could wait.

It is not surprising that the price is exaggerated in the Gaspé Peninsula at this time of the year. If it is summertime and if the region is popular with tourists, then oil companies, our dear friends, will set the price up at a higher level than it should be. That phenomenon has been observed for most of the last 50 years.

Some surveys reveal that when the difference is ten cents per litre or less, people will likely keep the same habits and not reduce their gasoline consumption. By and large, it takes a big price hike to change consumers' habits.

Gasoline prices reached a level that was called prohibitive a mere 12 to 15 years ago. Notwithstanding the inflation rate, when hurricane Katrina hit the southern part of the United States at the end of August 2005, gasoline prices rose to \$1.35 and eventually \$1.50 per litre in the following weeks, most to the outrage of consumers, be them from Quebec, Canada or south of the border.

Sixteen years later in Quebec, the price regularly hovers between \$1.35 and \$1.45, without too much controversy. Of course, inflation has hit most commodity prices in the meantime, and people are aware that somehow, some of the taxes applied to gasoline will be used to maintain and ideally increase the budgetary envelope devoted to environment friendly initiatives.

Are our governments using those tax-related funds to better our environmental ventures? At first glance, they seem to fail, as fossil fuel consumption and greenhouse effect gas emissions have been increasing steadily in Quebec and Canada over most of the last decades, despite the politicians' good words to the effect that they are trying hard to improve our ecological record.

Are high gasoline prices a good way to curtail fossil fuel consumption and collectively improve our environmental record? Should we celebrate when we see those prices increase or should we cry because they will hamper our budget?

Opinions vary regarding the impact of high oil prices on our environment. A lot of people argue that when the price is high, consumers will tend to lower

their gasoline buys, opt for smaller vehicles and rely more on public transport, cycling and walking.

High fossil fuel prices will also spark the interest for renewable sources of energy and stimulate the research for more efficient transportation means and a transition towards a post-oil economy.

However, high oil prices can also make economical some non-traditional fuel extraction projects, such as the Alberta tar sands and the Bakken Shale oil and gas fields in North Dakota and Montana. The tar sands usually need a per-barrel price of US\$70 to be marginally profitable, compared to US\$60 for the Bakken fields. The price of a Brent barrel, the usual gauge, was US\$71.64 on August 27, down that day but experiencing a slow upward climb since November 2020.

At the other end of the picture, low oil prices usually send a message to consumers that unbridled fuel burning is possible, and consumers are pretty good at using their car as often as possible in that context. Low prices also reduce investment in cleaner alternatives and technologies, or simply in switching away from it. It could in part explain why the North Americans' hunger for big vehicles has risen since oil prices declined, starting in 2014 and until 2020.

Ecologists are not the only people who understand that low oil prices boost gasoline consumption. For decades, the Organization of the Petroleum Exporting Countries, or OPEC, a group of oil-rich countries collectively controlling about 40 percent of the world's oil production, colluded to restrain supply and keep prices high.

Over recent years though, those countries have not restrained production because their strategists think they might benefit more over the long term from keeping prices low enough so that people stay connected to their oil dependence.

The only potential climate-related upside of low oil prices is that they may exclude extracting unconventional reserves, considered less appealing to oil companies. As above-mentioned, those unconventional deposits notably consist of the Alberta tar sands and the Bakken Shale Play in North Dakota. Not only are they dirty, difficult and expensive to extract and refine but they have gigantic effects on the scenery, air pollution, wildlife and the watershed.

Those factors hide the real costs of hydrocarbons for the society, the burden that is not added to the gasoline price equation.

Of course, the oil industry provides well-paid jobs and supports the economy to a certain point. However, the health cost linked to hydrocarbon-induced pollution, the actual and eventual tabs related to the loss of wildlife and water sources and the presence of alternatives like renewable energies must trigger a shift in our habits. That is not counting the effects of the heat waves we have been experiencing for a month.

Those costs represent an irresponsible policy to swing the bill from oil producers and consumers of oil to the general public. Some governments are accom-

plishes to the bill swinging manoeuvre, others are simply blind to that reality while a minority of visionaries are working towards a healthier economy.

It is a matter of survival for humanity. Besides, that shift towards a greener society will also create well-paid jobs and lower our use of material resources, which are limited on our planet. Moreover, energy efficiency and the benefits stemming from a more active life will also generate valuable savings.

In order to assure that shift, we have to collectively push and convince our governments to favour large investments in both efficiency and in renewable energy sources in times of low prices as well as high prices. We have to keep supporting policies that allow utilities to benefit from clean energy, by regulations on product efficiency and renewables portfolio standards. We must opt for low carbon fuel norms, encourage developers wanting to build smart-growth neighborhoods, reduce the number of unwanted parking spaces and provide transparency on the energy costs of cars, buildings, and appliances.

Governments, like Canada's and Quebec's, need to be pressured into adopting those policies. Of course, oil companies, tire producers and freeway builders will complain big time and lobby against genuinely green ventures.

A recent article published in the Narwhal magazine demonstrated that Canada's federal government handed out \$18 billion to oil companies in 2020 alone, despite numerous promises made since 2015 by the current government to phase out fossil fuel subsidies. The article was quoting a study carried out by a non-profit group called Environmental Defence.

So does the Canadian government need to face some pressure to implement a real switch from that current hypocritical policy, and concentrate its resources in durable orientations? Of course it does. Presently, the support conferred to the hydrocarbon industry represents the equivalent of backward steps.

The Gaspé Spec

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Louis-Éric Savoie will be the Liberal Party candidate in Avignon-La Mitis-Matane-Matapedia

Gilles Gagné

NOUVELLE – The Liberal Party of Canada released the name of its candidate in the Avignon-La Mitis-Matane-Matapedia riding on August 23. Louis-Éric Savoie, a man in his thirties working for a Quebec City based consulting firm, is originally from Nouvelle-West and was raised on a dairy farm. He was the only candidate nominated at a convention held discretely by the party, since the media was not informed that the event was to be held.

Mr. Savoie is the fourth candidate running in Avignon-La Mitis-Matane-Matapedia, after incumbent Member of

Parliament Kristina Michaud of the Bloc Québécois, Éric Barnabé of the People's Party of Canada, and New Democratic Party's Christel Marchand. The Conservative Party and the Green Party had yet to announce their candidates when SPEC reached its August 27 deadline.

In the 2019 electoral campaign, incumbent Member of Parliament Rémi Massé represented the Liberal Party (Mr. Massé had been elected in October 2015). Following his defeat, he pulled out of politics and now works in the private sector in his native town of Rivière-du-Loup.

Meanwhile, Louis-Éric Savoie was in the riding fol-

lowing the convention. In fact, according to CIEU-FM, he was involved in a kayak incident with a friend off the coast of Carleton on the evening of Monday, August 23. Both men's kayaks capsized during an excursion. They were able to get back in their respective overturned kayak and reach the shore in the Carleton campground area. The local search and rescue boats and crews were active in trying to locate them when the two men returned to the shore.

After the incident, Mr. Savoie praised the work of the volunteers, the paramedics, the firefighters and the auxiliary Canadian Coast Guard during the operation.



Photo: Courtesy of the Liberal Party of Canada

Louis-Éric Savoie is the Liberal Party of Canada candidate in Avignon-La Mitis-Matane-Matapedia.

Diane Lebouthillier makes two election promises

Nelson Sergerie, LJI Journalist

GASPÉ - Liberal candidate for Gaspésie-Îles-de-la-Madeleine, Diane Lebouthillier, launched her campaign on the morning of August 23 in Gaspé by making two election promises.

The outgoing Member of Parliament is putting the tourism development of the Chic-Chocs area and the repair of the built heritage of Grande-Grave in Forillon Park in the foreground. She, however, is not making any announcements for the Cap-des-Rosiers lighthouse.

"There is a project that has been submitted for the protection of "built heritage" in Grande-Grave. They are wooden houses. This is an im-

portant issue for those expropriated from Forillon Park as well as for the park. This is a top priority. That doesn't make the lighthouse issue unimportant. We'll take care of it," says Ms. Lebouthillier.

Ms. Lebouthillier is also not making promises for the wintering dock and gantry crane for Grande-Rivière. Both those projects were refused for the Fisheries Fund.

"I'm not making a specific commitment at this time. We will do it in consultation with the community. I am committed to that, as we did for the first Fisheries Fund," says the Minister.

Asked about the advantage of being a Member of Parliament in government, the Liberal candidate mentions the expansion of LM Wind Power

in Gaspé.

"There was a direct intervention with my colleague Minister Champagne (François-Philippe, Minister of Innovation, Science and Industry) and with the Prime Minister's office," she says.

Prime Minister Justin Trudeau travelled to Gaspé in July for the participate in the announcement of a \$25 million loan from Ottawa to General Electric, owner of LM Wind Power.

Ms. Lebouthillier maintains that \$318 million has been invested in the riding by Ottawa since October 2019. However, by withdrawing the \$164 million granted to the Magdalen Islands, the total decreases to \$154 million for the Gaspé.

On the relevance of calling an election when the minority



Photo: Nelson Sergerie

Diane Lebouthillier launched her campaign on August 23 at the Gaspé marina

Parliament seemed to be working well, Diane Lebouthillier says she wants the population to comment on the work done by her government since the start of the pandemic.

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Gaspé Council News: a town hall that has water and ventilation problems

Nelson Sergerie, LJI

GASPÉ - Gaspé is considering renovating its town hall, which hasn't had a facelift in 40 years. Water is seeping through the roof and windows, and the building's ventilation is inadequate.

The Town Council has commissioned architectural and engineering studies. "It's a question of the working environment, building safety and sustainability. We do not have the project to redo something flamboyant and immense, but at least to restore what is in place," said the mayor, Daniel Côté.

Two contracts to an architectural and engineering firm totalling \$135,900 were awarded at the Town Council meeting on August 23. The studies will make it possible to determine the costs for repairs.

Construction of the bike path

In addition, Gaspé awarded the contract for the construction of the Rivière-au-Renard bike path. The winning bid slightly exceeded the planned budget of \$1.2 million. The circuit will stretch for 3.1 kilometres.

"That's some \$30,000 more than expected. That's no big deal in a \$1.2 million case. Work can begin in the coming weeks," explains the mayor.

The track will start from Bank Street to the sector of Bellefeuille Street in the rise of Rivière-Morris, passing by the Rivière-au-Renard recreation centre. The contribution from the Ministère des Transports amounts to \$582,128 and comes from the Financial Assistance Program for the Development of Active Transportation in Urban Perimeters; that of the Town of Gaspé amounts to nearly \$535,000 and that of the MRC de la Côte-de-Gaspé to \$50,000.


Another zoning request for the SQDC

After Carrefour Gaspé, Place Jacques-Cartier is asking the Town of Gaspé for a zoning change to authorize the retail sale of cannabis and cannabis products in the mall. The modification process is underway at the Town.

"It was Place Jacques-Cartier who called us after making the zoning change for the Carrefour. We heard from Place Jacques-Cartier asking for the modification which was in discussion with the SQDC. There may be a rivalry between the two shopping centres, but I don't know more than that," commented the mayor.

The Town ensured that the distances from the schools were respected before modifying the activities permitted in the area. If no one objects, the zoning amendment will pass. Carrefour Gaspé requested a zoning change in May.

The Société québécoise du cannabis (SQDC) indicates that without revealing further details it is once again working on its deployment plan. Such a store can be set up in a shopping centre, as long as it has an independent entrance from the street.



PUBLIC NOTICE

**ELECTORAL STAFF REQUESTED
ELECTION OF NOVEMBER 7, 2021**

In order to successfully organize the municipal election, the returning officer of the City of Gaspé must proceed with the hiring of several people who will work during the advance poll which will be held on October 31 and during polling day on November 7, 2021.

The positions to be filled are:

- deputy returning officer;
- poll clerk;
- officer in charge of information and order;
- member of the verification panel;
- substitute.

It is an asset to be 18 years of age or older, be from Gaspé or to have experience.

Any interested person is invited to communicate before October 1st, 2021, with Mrs. Lorraine Joncas, at the office of the Returning Officer, at 418-368-2104, ext. 8535 or by e-mail at elections@ville.gaspe.qc.ca.

GIVEN at Gaspé, September 1, 2021

Isabelle Vézina,
Returning Officer

Nadia Minassian will not seek another mandate at the head of the Rocher-Percé MRC

Nelson Sergerie,
LJI Journalist

CHANDLER - After five and a half years as Prefect of the Rocher-Percé MRC, Nadia Minassian is bowing out and will not be a candidate for the November election.

The businesswoman and mother took over from Diane Lebouthillier in February 2016 in a by-election after Ms. Lebouthillier was elected federally in October 2015 to Justin Trudeau's government.

Personal reasons explain her departure

"I have to take some time to refocus my energy around my family and my business. Before, it was not necessarily the business that was a cause of worry, but with COVID, there have been real changes. I'm going to focus there a little more," says the co-owner

of Motel Fraser in Chandler.

Ms. Minassian is taking a break from politics, she said, after making transportation a priority. The outgoing prefect succeeded in convincing Quebec, along with her colleagues, to invest in repairing the rail and extending the runway and modernizing the Rocher-Percé airport.

Rumor has it that she will not run for mayor of Chandler this fall and that she could possibly make the leap to the provincial level.

"We manage one file at a time. We'll see what the future holds," says Ms. Minassian without revealing more.

A rumor circulated last summer that the outgoing prefect was approached by the Coalition d'avenir Québec to become part of François Legault's team in Bonaventure in October 2022.


Potential candidates said



Photo: N. Sergerie

The Prefect of Rocher-Percé, Nadia Minassian, is leaving for personal reasons.

they have started thinking about taking over from Nadia Minassian at the prefecture.




**COMMISSION SCOLAIRE EASTERN SHORES
EASTERN SHORES SCHOOL BOARD**

PUBLIC NOTICE is hereby given to voters by Hugh Wood, Returning Officer, that the following candidates have been declared elected by acclamation to the positions mentioned below:

POSITION	WARD	NAME OF THE CANDIDATE
Commissioner	2	Mederic O'Brien
Commissioner	4	Mitchell Syvret-Caplin
Commissioner	5	Kenneth Ward

For more information, please visit the Eastern Shores School Board website at www.essb.qc.ca




Hugh Wood
Returning Officer
Given at New Carlisle
August 24, 2021

AVIS PUBLIC est donné aux électeurs par Hugh Wood, Président d'élection, que les candidats suivants ont été déclarés élus par acclamation aux postes mentionnés ci-dessous:

POSITION	CIRCONSCRIPTION	NOM DU CANDIDAT
Commissaire	2	Mederic O'Brien
Commissaire	4	Mitchell Syvret-Caplin
Commissaire	5	Kenneth Ward

Pour de plus amples renseignements, veuillez consulter le site web de la commission scolaire Eastern Shores au www.essb.qc.ca



Hugh Wood
Président d'Élection
Donné à New Carlisle
Le 24 août 2021

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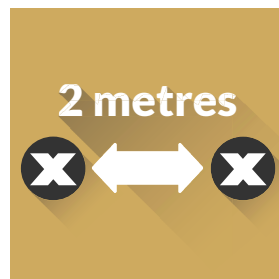
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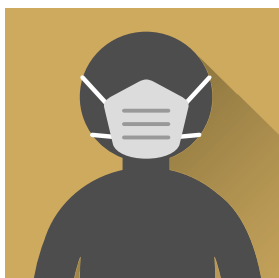


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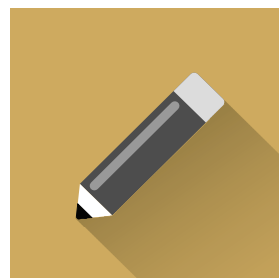


Only one poll worker per desk behind a plexiglass barrier

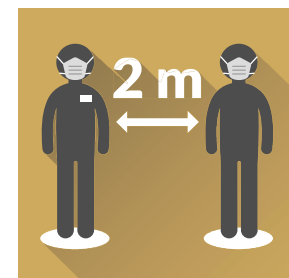
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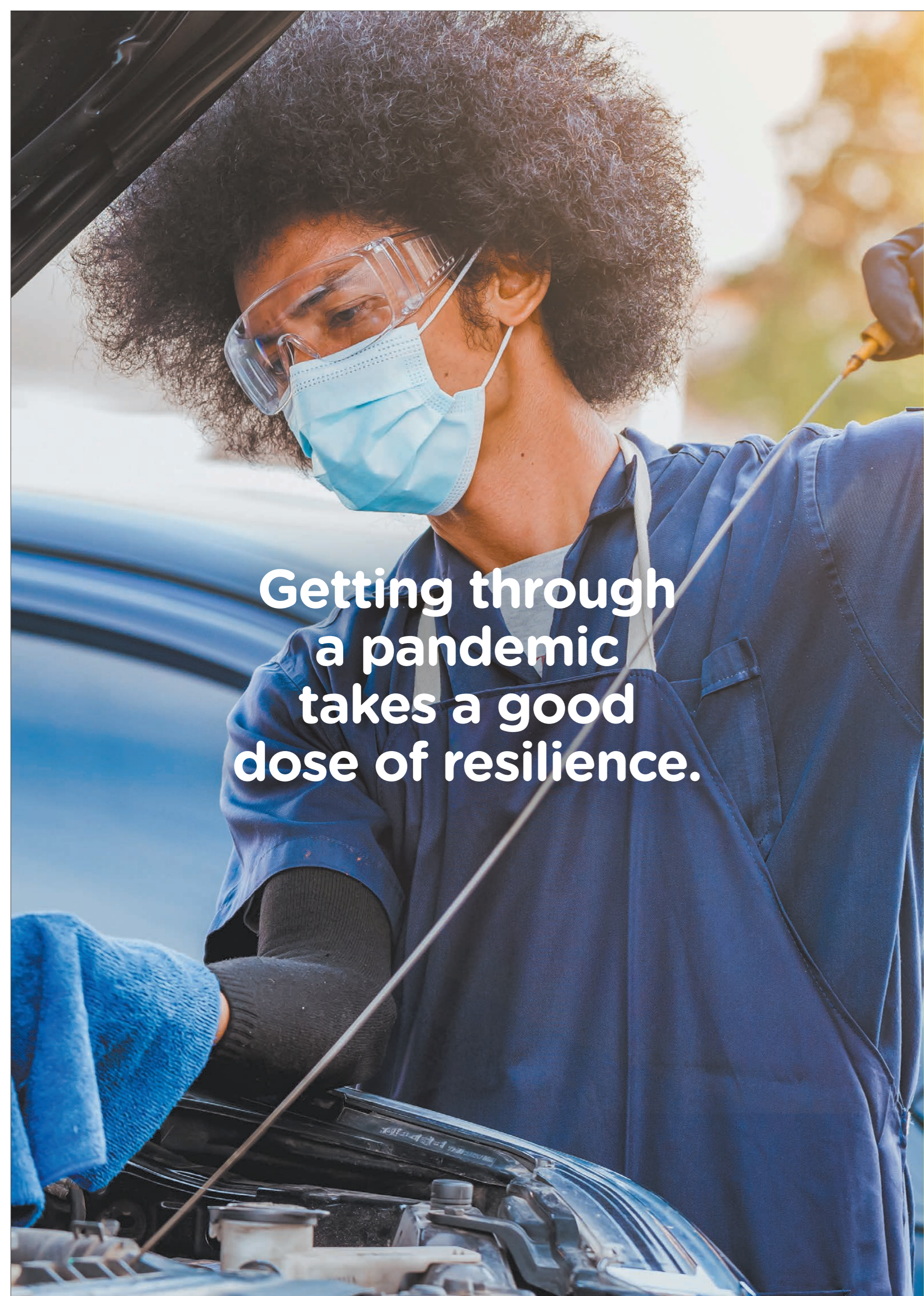


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**Getting through
a pandemic
takes a good
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**Getting your 2nd dose
of vaccine is a must.**

Quebec announces 111 new childcare spaces for Gaspé

Nelson **Sergerie**,
LJI Journalist

GASPÉ - Québec is setting up 111 new places at Early Childhood Centres (CPE) in Gaspé. The announcement is well received in the industry, but with some hesitation.

The Minister of Families, Mathieu Lacombe, announced these places on August 26 after a call for projects aimed at meeting the needs in the most pressing sectors, in the wake of the 9,000 places announced earlier across the province.

The CPE Le voyage de mon enfance will add 31 places to the installation on Bolduc Street in the heart of downtown, and a new installation of 80 places will be built near the downtown, hopes its director, Gilles Chapados, who believes that the needs in Gaspé will be met.

"We think so. If that does not completely satisfy them, it will give a good boost. It is a good start for all parents who are in need," says the director.

The CPE is taking prelim-

inary steps to find a site to build its new facility and the management wishes to find this land near the city centre, even if the necessary spaces are rather scarce. The goal is to open the sites in the winter of 2023.

Making a similar announcement on the morning of August 26 in the Lower Saint Lawrence, the Minister estimates that with this announcement, some 250 places are now being developed in the Gaspé Peninsula out of the approximately 500 missing.

"This fall, there will be a new call for projects because, once again, we said we were going to complete the network. We will give a place to every child who needs one and we are very serious when we say that. We are going to do it," the Minister assures us, repeating his promise made last July during a tour of the Gaspé.

The mayor, Daniel Côté, is delighted, recalling that at the start, nothing was planned for Gaspé. In July, the elected representative spoke of the



lack of places to come with the development of LM Wind Power.

"The good news is that an 80-seat project that was not selected in this call for projects, but which might be in the next call could meet 100% of needs, or even possibly more," says the elected official, referring to the one from the CPE des Butineurs project.

Following the example of

Bonaventure, the mayor hopes to find temporary premises in order to offer these places to the population as quickly as possible while awaiting the end of the work.

Member of the National Assembly Méganne Perry Mélançon is also satisfied with this first step for Gaspé, but there is still a lot of work to be done elsewhere on the territory.

The lack of manpower be-

comes a problem to be solved. "I ask the Minister not to wait 24 months to tell us other solutions to meet the needs of an educator," expresses the member who recalls that the program of childhood education technique is not offered this fall at the Gaspé campus of the Cégep de la Gaspésie et des Îles, for lack of sufficient registration. For this purpose, the Minister ensures that he is looking for solutions.

Municipality of Port Daniel-Gascons to pay consumable fees of local elementary students

Gilles **Gagné**

PORT DANIEL-GASCONS – The Municipality of Port Daniel-Gascons adopted during its August monthly meeting a motion to pay for the school supplies of the elementary students living within its territorial limits. The cost of that decision will hover between \$5,000 and \$6,000, according to Mayor Henri Grenier.

The municipal council will likely adopt in September a similar motion that will benefit the parents of secondary schools' students living in Port Daniel-Gascons, also mentions mayor Grenier. Those school supplies include pens, pencils, paper sheets, note pads and so on.

"It used to be paid for by the Rock and Ride event, which was organizing our summer festival. Over the past two years, the event was not held because of the pandemic. I spread the message that the municipality could participate financially and the council decided to take over that responsibility," ex-

plains Henri Grenier.

There are three schools located in the municipality, École Saint-Bernard in Gascons, École le Phare in Port Daniel and the Shigawake-Port Daniel School of the Eastern Shores School Board. It is located at the west end of the limits in the latter case.

"We have about 125 elementary students in the three schools. The cost per student is about \$50. It is not much. It amounts to \$6,000 at most. I expect a total of \$10,000 when the secondary level students will be added. For now, that decision about them is unofficial, but I don't expect problems about its adoption," adds mayor Grenier.

"We know that some parents have a hard time paying for school supplies and it doesn't make a big difference on our budget. We think that such an initiative might also be a factor in some families' decision to settle in Port Daniel-Gascons. A sum of \$10,000 doesn't make a huge difference for us. It means the value of a small surface



Photo: Jillian O'Connell Walker

The students and parents of the Shigawake-Port Daniel School will benefit from the Municipality of Port Daniel-Gascons decision to pay the consumable fees of local children.

of asphalt," he says.

The municipality deals directly with the schools in order to pay for the supplies. The motion adopted in August applies to the students living in the limits of Port Daniel-Gascons, not to all the students attending the three schools located in the two communities.

The Municipality of Port

Daniel-Gascons benefits from increased financial means since the arrival of the McInnis Cement plant in 2017.

"It brings in about \$2.3 million to our annual budget. It allows us to make some decisions for our youth. In the summer, we now pay part of some courses, like tennis. The parents receive the bill

and the municipality pays one half of that. This summer, we also paid the day camp at Camp Bellefeuille in Chandler for our children, at a cost of between \$90 to \$100 per child per week. We also paid the transportation costs for their participation in swimming lessons at the Chandler pool," points out Henri Grenier.

Railway bridges: Transports Québec has not issued a call for tenders in more than 14 months

Gilles Gagné

PORT DANIEL - For a little over 14 months, the Quebec Ministry of Transport has not published any call for tenders regarding the repair or replacement of railway bridges located between Caplan and Port-Daniel. Four bridges situated between those two municipalities must undergo major work if the ministry is to meet its commitment to reopen the railway to Port-Daniel before the end of 2022.

This situation greatly worries the members of the Coalition of Gaspésians about the return of the train. They fear a domino effect that the Ministry of Transport will not only be forced to postpone the reopening of the Caplan-Port-Daniel stretch of railway, but also the reestablishment of rail service between Port-Daniel and Gaspé scheduled for 2025.

Owner of the Matapédia-Gaspé railway since the spring of 2015, Transports Québec published its last call for tenders for a bridge on June 12, 2020, with a bid closing effective the following July 27. The idea was to replace the Ruisselet bridge in Caplan. Work began in September. This bridge was delivered in advance, in May, by the contractor Hamel Construction.

The repair of bridges is the main challenge associated with the Caplan-Gaspé portion of line, closed since 2015 mainly due to the state of the bridges. That section of the network



Photo: Gilles Gagné

Since May, the only bridge under repair or replacement between Matapédia and Gaspé is the Port Daniel structure located in the downtown area..

represents 60% of the 325 kilometres, or 202 miles, of railway line separating Matapédia and Gaspé. The improvements tied to the Matapédia-Caplan section have been carried out between 2015 and earlier this year.

“We are more than worried. On the part of Transports Québec, there is a lack of respect for the fairness that the people of the Gaspé, as taxpayers, should benefit from. There is an urgent need to renovate the railway, but we do not feel that urgency. These days, we are passing a period of eight years without passenger train service between Matapédia and New Carlisle. Between New Carlisle and Gaspé, it will be 10 years in December,” says Bernard Babin of the Coalition of Gaspésians about the return of the train.

“They (Transports Québec decision-makers) should have had a sensitivity, because of those eight years, to put aside some other projects. Gaspésians were not given priority. The Quebec Ministry of Transport, owner of the line since 2015, is fully aware that Gaspésians have been deprived of VIA Rail passenger service for several years. The general situation of passenger transport is deplorable; bus services have been cut back while air services are expensive and not always accessible. There should have been special attention for the Gaspé Peninsula and we can't see it,” adds Mr. Babin.

Four bridges require major repairs or replacement between Caplan and Port-Daniel. The Ruisselet-Leblanc bridge, located at the municipal limit between Caplan and

Saint-Siméon, must be replaced. It is roughly equivalent in length to the Ruisselet bridge. The bridge spanning over the Bonaventure River, the long Shigawake trestle and the bridge passing over the Little Port Daniel River must undergo fairly significant repairs, totaling several million dollars.

“If the Ruisselet-Leblanc and Bonaventure bridges were functional, it would be possible to restore VIA Rail service to New Carlisle as a first step, while awaiting the return to Gaspé,” indicates Bernard Babin, aware that the federal public carrier remains to convince a return by phases.

The Gaspésie Railway Society, an entity controlled by the municipalities of the region's south coast and operating freight trains on the peninsula network, is limited in

its activities to the Matapédia-Caplan line portion. Its largest customers in terms of volume are, however, located on the portion requiring repairs. The firms LM Wind Power, which manufactures wind mill blades, and McInnis Cement, have to transport their products at great cost by truck between their plants, located in Gaspé and Port-Daniel respectively, to the rail transshipment centre in New Richmond.

“If we miss the end of 2022 for the return of the railway to Port-Daniel, I fear that this delay will have repercussions on the reopening of the line in Gaspé from 2025 to 2026 or 2027. We have just missed a year's work where we could have made up for the lost time. The calls for tenders were expected to go out in April or May for the four bridges to be repaired between Caplan and Port-Daniel. We were obviously not a priority,” criticizes Bernard Babin.

He has not lost all hope of witnessing the reestablishment of train services to Port-Daniel in 2022 and to Gaspé in 2025 because the contractors retained so far to repair or replace the bridges have completed the work before the deadline specified in their contracts.

“We made a good head start with the reconstruction of the Cascapédia-Saint Jules and Ruisselet bridges. But to help entrepreneurs, calls for tenders

Cont'd on page 12 ▶

Gaspésie Railway Society president concerned about bridge situation

Gilles Gagné

NEW RICHMOND – Éric Dubé, president of the Gaspésie Railway Society, expresses an increasing worry about the time taken by Transports Québec to issue calls for tenders pertaining to the repairs or reconstruction of the bridges located between Caplan and Port Daniel.

He admits that the Gaspésie Railway Society, as former owner of the Matapédia to Gaspé line, a status that was abandoned due to financial reasons in late 2014 and early 2015, is sometimes ill-placed to comment on such a delicate situation, considering that Transports Québec has agreed to repair the railway, a



Photo: Gilles Gagné

Gaspésie Railway president Éric Dubé says that if there is no new call for tenders issued by the end of September, he will be very worried.

costly endeavour.

“Honestly, about every public infrastructure under-

taken recently is late in delivering. That's what we see at the municipal level. The pan-

demically complicates everything, and there is a shortage of manpower in many fields,” he first explains.

“Considering the fact that it takes weeks before the publication of a call for tenders and the beginning of work itself, I am starting to wonder how the four bridges that need to be upgraded, including the one that has to be replaced, will be ready before the end of 2022. Let's say that by the end of September, I'll be very worried if there is no call for tenders out yet,” adds Éric Dubé.

It took six weeks for Transports Québec to close the Port Daniel Centre railway bridge call for tenders, issued on May 29, 2020. That contract is currently underway but it was

awarded weeks after the bidding closure of July 10, 2020. Work started in September, more than three months after the issuance of the call for bids.

Five weeks were required to close the Caplan's Ruisselet bridge call for tenders, which was out on June 12, 2020. Bidding was closed on July 17. Work started in September and the bridge was delivered in May, 2021, four months ahead of schedule. However, a construction halt was compulsory over the summer because of the nearby campground and the contractor, Hamel Construction, accelerated the pace to avoid coming back after the hot season.

Cont'd on page 12 ▶

LM Wind Power: A missed opportunity for rail

Nelson Sergerie

GASPÉ - The Augustines industrial park in Gaspé could have been served by rail following the expansion of the LM Wind Power blade plant.

While General Electric, owner of LM Wind Power, has been working on this file to build 107-metre blades for two years, the Société du chemin de fer de la Gaspésie (SCFG) invested some \$100,000 to find a route to link the plant to the rail at the rue de la Plage sector in Haldimand. Field surveys were carried out and Quebec, with the Ministry of the Environment in mind, viewed this project very positively.

Estimated at some \$15 million, it is equivalent to the Industrial Road project favoured by Gaspé. Additional sums would have been required for the purchase of flat cars to transport the blades between the plant and port, and additional equipment. On the other hand, Ottawa funds railroads, which is not the case for industrial roads.

It would have taken 18 months to build such a rail spur that would have run along behind the automobile dealers on Boulevard Yord Sud and required the relocation of a house. According to preliminary plans, the developed route required virtually no excavation.

This delay was a hindrance to the project. "One of our constraints was that we had to go through a BAPE (environmental assessment). We were not able to guarantee that we would be able to service the plant by January 2023," explains SCFG president Éric Dubé.

A source familiar with the

matter tells us, however, that this constraint could have been ironed out because of the strong support shown by Quebec for such a project.

The mayor of Gaspé and director of the company, Daniel Côté, justifies the road.

"There was a big risk in terms of the deadlines and LM didn't want to take the risk. The company has favoured the main road, explains the mayor. I wanted both projects and I still want both," claims Mr. Côté, while the railway spur has been in the Town's plans since 2010.

A source confirms Daniel Côté's assertion on the choice of the highway.

According to our information, this connection could have ultimately generated revenues of \$3 million for the railway company because the inputs used by LM Wind Power could have arrived by rail, which would have removed dozens of trucks from the roads.

Once in place, rail could have been a powerful lever for the development of the industrial park.

The work is not wasted and the expertise developed in the study of this project could be used elsewhere in the Gaspé.

Coalition is disappointed

The Coalition of Gaspésians for the Future of the Train is sorry for this turn of events. "We've been talking about having access to the park for a while. Not having taken that into account, I think it was a missed opportunity," comments the director of the Coalition, Bernard Babin.

LM still needs the rail

Even though the railway spur has been put on hold, the wind turbine blade manufacturer will still need the rail in the future.

According to reliable information obtained by The Gaspé SPEC, the signal given to re-equip existing wind farms in Quebec by the Legault government this summer and the American demand pave the way for the manufacture of blades that would leave by rail directly from the plant, rather than being transported by truck.

Those involved in the matter remain confident, recalling the importance of returning the rail to Gaspé and the need for this railway spur to ship the blades.

GASPESIE RAILWAY:

▶ Cont'd from page 11

"Based on that efficiency of the contractors, the four bridges can be delivered before the end of 2022, but things have to move now," concludes Éric Dubé.

The Cascapedia-Saint Jules bridges were also delivered in advance. The contract was awarded over the spring of 2019 after four

weeks of a call for tenders that closed on April 29 of that year. Work started at the end of June 2019 and the two bridges, valued close to \$23 million, were open to train traffic in an emergency context, on December 23-24, 2020, as the two old previous structures had been decommissioned 18 days before. A flood led to their closure.

RAILWAY TENDERS:

▶ Cont'd from page 11

have to go out," says Mr. Babin.

There is currently only one bridge under repair between Caplan and Gaspé, the one located in the centre of Port-Daniel. It is a major contract, valued at \$14.45 million. The call for tenders in that case was issued on May 29, 2020, and bids were closed on the following July 10. It is expected to be delivered over the spring of 2022.

Nicolas Vigneault, spokesperson for Transports Québec, assures that new calls for tenders will be published before the end of 2021 for the

bridges located between Caplan and Port-Daniel-Gascons. "Even though work is not done on structures, other types of work do take place. In 2021, 15,000 ties (of wood) were changed on the network, for a total of 160,000 ties since the beginning of the repair of this track," he says.

Why hasn't Transports Québec published a call for tenders in more than 14 months for bridges? "You have to do the necessary analyses to prepare the tenders, such as soil and structural analyses. These are jobs that take several months. You have to take the time to do the analyzes in question," says Mr. Vigneault.

Transports Québec has ear-

mark \$235 million in its budget for the total repair of the Matapedia-Gaspé railway. A first amount of \$100 million was announced on May 5, 2017, and another sum of \$135 million was announced at the end of February 2020. An amount of \$45.8 million was also reserved by the federal government, intended to adapt to the challenges of coastal erosion, in August 2019, just before the last electoral campaign.

To date, the railway-related contracts awarded by Transports Québec for the Matapedia to Gaspé line upgrading has amounted to \$80 million since the beginning of 2017, according to Nicolas Vigneault.

Reflections

by

Diane Skinner Flowers



What is herd immunity?

We all have COVID fatigue. We are tired of worrying about it, hearing about it and reading about it. Yet it is always beneficial to know as much about an issue that affects our society and is such a serious health concern. Lately, we have been hearing more about herd immunity as the vaccination rate rises. So, what is herd immunity? Are we there yet?

Herd immunity occurs when a large portion of the population has immunity to a disease. This makes the disease less likely to spread. Then this means the whole community is protected, not just the ones who are immune. Estimates of how much of the population should be naturally infected or vaccinated to reach this goal vary, depending on the disease. Herd immunity for measles requires that 95% of the population be vaccinated. For polio protection, the vaccination rate for herd immunity is about 80%. Herd immunity makes the disease less likely to spread and ultimately saves lives. Most of the population has been vaccinated for these diseases in childhood, so we have reached herd immunity.

Two main ways to achieve herd immunity

There are two main ways to achieve herd immunity for COVID-19: natural infection and vaccines.

Natural infection: When enough of a population has recovered from a disease and therefore has developed protective antibodies, that provides some protection for others. This approach has some flaws – reinfection and overall impact on the population. It's not yet known how long you are protected from getting sick again after recovering from COVID-19. You could get it again. The other flaw is without any vaccines, it is estimated that 70% of the entire population would need to recover from COVID-19 to stop the pandemic. This number of infections would lead to many serious illnesses and deaths, particularly of older people and those with other medical conditions. Consequently, the entire medical system could collapse because COVID-19 would take so many resources.

Vaccines: Herd immunity can be achieved, and more quickly, when enough people have received their vaccines and have developed antibodies which protect them from future infection. Vaccines, unlike the natural infection approach, will create immunity without making you seriously ill. It works! When is the last time you heard of someone who was vaccinated as a child getting polio, diphtheria, smallpox or rubella?

If enough people get vaccinated it will protect the small percentage of people who cannot take a vaccine for health reasons, such as those with compromised immune systems and newborns.

Vaccine hesitancy happens for several reasons, including religion, and fear of side effects. The hope is that these people will choose to take their vaccine to protect others and themselves. There are also a group known as the anti-vaxxers who downright refuse the vaccine out of skepticism, fear and disbelief in the need or effectiveness of the vaccine. Feel proud, Gaspésians, because in our region over 80% of residents have been double vaccinated! We are likely close to herd immunity – but Delta and other variants may change that protection.

Progress is being made as the number of fully vaccinated adults increases even more. There are still many questions remaining to be answered about the spread of COVID-19. If it continues to spread, there is a chance that more vaccine-resistant or deadly variants could emerge. Are you part of the herd? Let's make the herd stronger!

Just a thought: "The greatness of a community is most accurately measured by the compassionate actions of its members."

Cursed Lighthouse of Bird Rock, Magdalen Islands

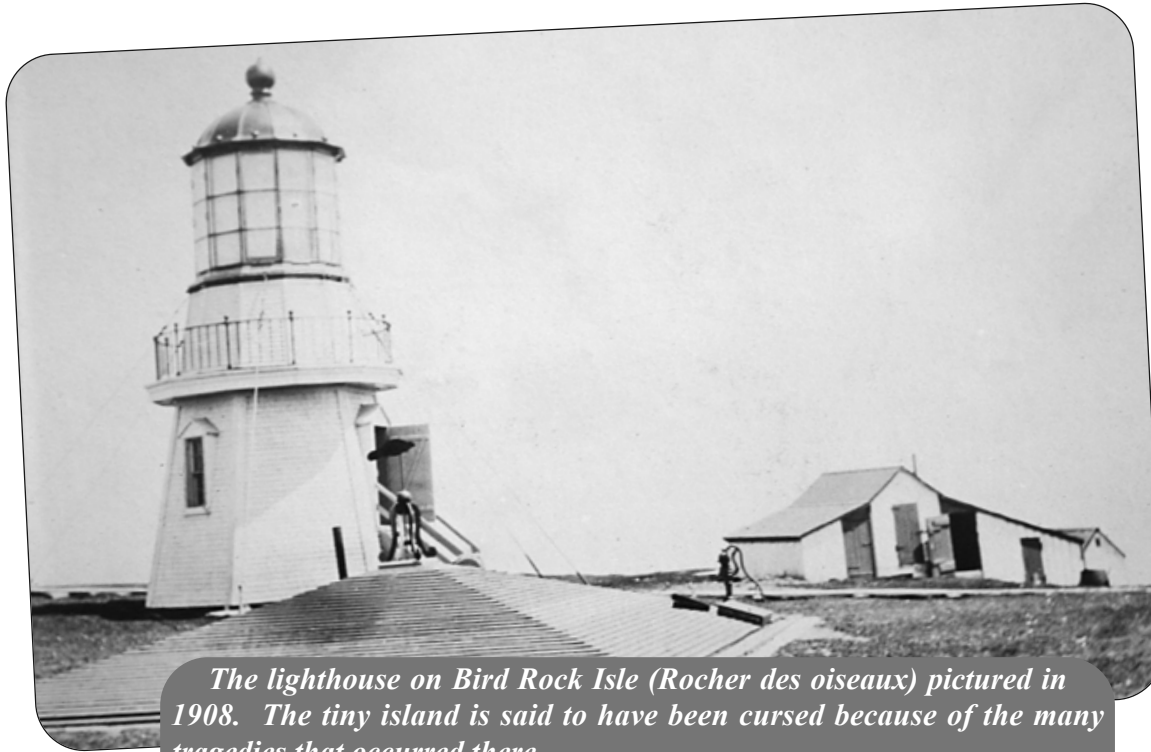
Diane Skinner

BIRD ROCK: There are many strange tales that are recounted about happenings in Maritime Canada. Here on the Gaspé we are familiar with the stories about the Phantom Ship. There is another strange and tragic saga of events that took place on Rocher aux Oiseaux (Bird Rock), a tiny islet that is situated 25 miles northeast of the inhabited islands of the Magdalen Islands. Was the small island cursed? That was the belief of the very first lighthouse keeper. His words turned out to be prophetic.

The gannet-covered isle is the home of a lighthouse which, over many years, earned the reputation of being cursed. The original lighthouse, built around 1830, provided safe passage for ships and other vessels passing through the Cabot Strait on foggy days and nights. The legend begins from the time of the very first lighthouse keeper, Jacques Guitte.

After living on the island and tending the light for ten years, it is said that he went insane from the solitude. As he was being transported off the island to be placed in an asylum, he made this chilling prediction: "No man will keep this lighthouse for more than ten years without meeting misfortune." Nobody paid too much attention to this because after all, Mr. Guitte was insane!

The next keeper was George Preston, who was lighthouse keeper for just a few months and was removed



The lighthouse on Bird Rock Isle (Rocher des oiseaux) pictured in 1908. The tiny island is said to have been cursed because of the many tragedies that occurred there.

Photos: Library and Archives Canada

in a straitjacket. He was not even close to reaching that ten-year mark.

Peter Whalen, the next keeper, moved to the island along with his wife and son in 1873. There are some gaps in the years cited. The addition of a cannon to be used during heavy fog was an attempt to make the passage safer. For seven years all seemed to go well until 1880. Peter Whalen, his son and an assistant lighthouse keeper went seal hunting. Mrs. Whalen was concerned when the group did not return home that evening. Then in the morning the assistant keeper, wet and likely suffering hypothermia, arrived back at the lighthouse and told Mrs. Whalen that her son and husband had perished during the night. They had frozen to death on an ice floe.

In 1880 Charles Chiasson took over the duties of light-

house keeper, along with his wife and son. A friend came to visit with his 10-year-old daughter and another man, Jean Telesphore. On a particularly foggy day, Charles Chiasson prepared to fire the cannon to guide ships passing through the strait. The cannon was loaded with gunpowder from a wooden barrel placed nearby. Chiasson lit the fuse, but a spark landed in the powder keg, and it blew up! Chiasson, his visiting friend and his son were killed. Jean Telesphore was blasted off a cliff and into the water below but survived. The young girl was not injured but we can only guess what a terrifying event it was.

The new keeper after that event was Telesphore Turbide, brother of Jean Turbide, the man who was blasted into the sea but survived. A new six-sided wooden lighthouse was

constructed and, for almost ten years, Mr. Turbide tended that lighthouse. Situated in an area that experiences a lot of foggy weather, Mr. Turbide prepared one foggy night to fire the warning cannon. He prepared the gunpowder and the cannon failed to fire. He tried again and before he could step back the cannon blew and threw him 25 feet backwards and seriously injured his hand. He flagged down a ship and returned to the island and stayed for another five years. The cannon was replaced with a cartridge gun.

Mr. Turbide was a resilient man, but another incident led him to leave his role as keeper. While receiving supplies, a crane fell and crushed his legs. That was it and he retired and still holds the record of longest lighthouse keeper on Bird Rock Island.

An interim keeper, a friend and Telesphore's son decided to go seal hunting and an unexpected storm blew in and two of the three men perished that night and the third died two weeks later.

A few months later, new lightkeeper, Pierre Bourque, experienced the curse of Bird Rock when the assistant keeper was seriously injured while firing the cartridge gun. The island was tragedy free for eight years and Bourque handed over his job to his son, Wilfrid Bourque. History repeated itself and another tragedy occurred and when seal hunting, the younger Mr. Bourque froze to death.

Tending the lighthouse has been a family occupation over the years and the next keeper was Elphege Bourque, Wilfrid's nephew. He had a cow for milk transported to the island and not long after the cow jumped into the ocean. Other than the death of his cow, the next ten years were uneventful, at least until 1922. Three men, including Elphege's brother took over while Wilfrid went for a holiday. All three men became ill from drinking rainwater that was contaminated with bird droppings. Two of the men died and the third was paralyzed for life.

The curse of Bird Rock Island seems to have abated because the next years were relatively tragedy free, except for a fire which destroyed some storage sheds.

In 1988 the lighthouse was fully automated and there is no need to further test the curse of Bird Rock Isle.

Web series for seniors is extended

Diane Skinner

The web series for seniors, "We're All in This Together," has been extended until October due to the response by those who have been watching online. This collaboration between English Language Arts Network (ELAN) and Seniors Action Quebec offers bi-weekly episodes of original programs of interest to seniors.

During the pandemic, the isolation experienced by many seniors was a concern and this series has been created to offer some positive, informative and entertaining programs. The series is designed by seniors and for seniors. Bobby Jo Hart, Montreal-based award-winning director of the series, says,

"The series is designed to connect with those in need of support and empathy...with a gentle reminder that we are, indeed, all in this together."

The latest episode is "Urban Art with Jamie" launched on August 27 and takes viewers into the world of urban murals on building walls, in alleys or even on barns in the countryside. Art educator Jamie Janx shares how to appreciate this unique, colourful art form.

Sarah G. LaForce, publicist for the web series, informs us about the impact the series has had in numbers. The series has had over 36,000 views and close to 900 comments on YouTube alone! The series has a total of 1942 followers on both platforms, YouTube and

facebook. It is important to note that the number of views does not mean the number of people who watched each episode because some residences are using one link (which equals one view) to share the episode on all the interested residents' personal televisions. It also does not include the number of viewers who are watching the episode using one link but sharing their screen with the seniors they are watching with.

Episodes released so far can easily be found on YouTube (Search key words "We're All In This Together Senior Web Series") and Facebook (Search "WereAllInThisTogetherQuebec"), and are available for all to enjoy.



Photo: SAQ and ELAN

Jamie Janx Johnson and the production team including Bobby Jo Hart, are ready to show you the world of urban murals in and around Montreal.

COAST ROUND-UP

GASPE: Gaspé Cancer Foundation

The citizens of the MRC of Côte de Gaspé are asked to please note that the Annual Gaspé Cancer Foundation Membership Campaign is in full swing. May we remind you that membership fees are \$12 per year. New members have a 30-day waiting period before being eligible to receive their travel assistance.

If you are a member in good standing, are afflicted with cancer, and must travel outside the region for treatment, you are eligible for the following travel assistance: Chandler \$50, Maria \$80, Rimouski \$190, Rivière-du-Loup \$210, Québec \$240 and Montreal and Sherbrooke \$300.

GASPE: Diocèse of Gaspé

As a result of a hurricane that occurred on August 14 in Haiti, the diocèse de Gaspé has decided to organize a fundraising activity in order to raise money to build a community centre. The centre will serve as a meeting facility and school to replace the one that was completely destroyed. All donations can be sent to: Diocèse de Gaspé - Mission Haïti, 172, Jacques-Cartier, Gaspé, QC, G4X 1M9 (418-368-2274).

GASPE: Gaspé County WI

The Gaspé County WI wishes to inform you that they have decided to cancel the 2021 edition of the County Fair in September. The program that was originally created for the 2020 edition of the fair will be used for the 2022 fair. So please keep all of your completed entries and continue working on new ones.

NEW CARLISLE: Drive-In Gospel Meetings

Meetings at Fair Haven Bible Campgrounds. Sundays at 2 p.m. Rain or Shine. COVID-19 considerations/social distancing will be respected. All are welcome - invite a friend! For more information, please call 418-752-3372.

CASCAPEDIA-ST-JULES: Fifty Plus Club

Bingo will resume for the season on September 7 at 7 p.m. Card pricing is \$10 for 3 cards and \$1 for each extra card. All activities are scheduled to return depending on the Covid-19 situation. Everyone is welcome to attend.

UNITED CHURCH

Sunday, September 5

10 a.m. Hope Town

ROTARY CLUB WINNERS
The winners for the week of August 15 are: Lisa Armishaw, Annick Bernatchez, Mathieu Mercier, Alma Kerr, Ann Marsh, Janick Gagnon and Conrad Babin.

The winners for the week of August 22 are: Mathis Primard, Christian Babin, Jean-Francois Leblanc, Ghislain Cormier, Virginie Turcotte, Sylvain Verreault and Eloise St-Pierre.

thegaspespec.com

ANGLICAN CHURCH OF CANADA

Sunday, September 5

New Carlisle

11 a.m. Holy Eucharist

Hope Town

10 a.m. Morning Prayer

Shigawake

11 a.m. Morning Prayer

Port Daniel

9 a.m. Holy Eucharist

PARISH OF GASPÉ

Sunday, September 5

St. Matthew's - Peninsula

10:30 a.m. Holy Eucharist

TIDE PREDICTIONS

Sponsored by the Municipality of New Carlisle



New Richmond

Saturday, Sept. 4
01:09 a.m. - 2.00m ↑
08:06 a.m. - 0.50m ↓
01:40 p.m. - 1.50m ↑
07:01 p.m. - 0.60m ↓

Sunday, Sept. 5
01:56 a.m. - 2.20m ↑
08:45 a.m. - 0.40m ↓
02:21 p.m. - 1.60m ↑
07:52 p.m. - 0.50m ↓

Monday, Sept. 6
02:39 a.m. - 2.30m ↑
09:19 a.m. - 0.40m ↓
02:59 p.m. - 1.80m ↑
08:42 p.m. - 0.40m ↓

Tuesday, Sept. 7
03:20 a.m. - 2.40m ↑
09:51 a.m. - 0.30m ↓
03:40 p.m. - 2.00m ↑
09:30 p.m. - 0.30m ↓

Wednesday, Sept. 8
04:01 a.m. - 2.40m ↑
10:21 a.m. - 0.30m ↓
04:22 p.m. - 2.20m ↑
10:19 p.m. - 0.30m ↓

Thursday, Sept. 9
04:43 a.m. - 2.40m ↑
10:53 a.m. - 0.30m ↓
05:04 p.m. - 2.30m ↑
11:09 p.m. - 0.30m ↓

Friday, Sept. 10
05:26 a.m. - 2.30m ↑
11:25 a.m. - 0.30m ↓
05:48 p.m. - 2.40m ↑

New Carlisle

Saturday, Sept. 4
01:01 a.m. - 1.70m ↑
08:01 a.m. - 0.50m ↓
01:28 p.m. - 1.10m ↑
06:49 p.m. - 0.60m ↓

Sunday, Sept. 5
01:46 a.m. - 1.80m ↑
08:38 a.m. - 0.40m ↓
02:14 p.m. - 1.20m ↑
07:44 p.m. - 0.50m ↓

Monday, Sept. 6
02:28 a.m. - 1.90m ↑
09:12 a.m. - 0.40m ↓
02:56 p.m. - 1.40m ↑
08:36 p.m. - 0.40m ↓

Tuesday, Sept. 7
03:09 a.m. - 2.00m ↑
09:45 a.m. - 0.30m ↓
03:36 p.m. - 1.50m ↑
09:26 p.m. - 0.30m ↓

Wednesday, Sept. 8
03:50 a.m. - 2.00m ↑
10:17 a.m. - 0.30m ↓
04:17 p.m. - 1.60m ↑
10:16 p.m. - 0.20m ↓

Thursday, Sept. 9
04:32 a.m. - 1.90m ↑
10:50 a.m. - 0.30m ↓
04:58 p.m. - 1.70m ↑
11:07 p.m. - 0.20m ↓

Friday, Sept. 10
05:15 a.m. - 1.80m ↑
11:23 a.m. - 0.30m ↓
05:42 p.m. - 1.80m ↑

Gaspé

Saturday, Sept. 4
12:35 a.m. - 1.60m ↑
07:39 a.m. - 0.60m ↓
12:59 p.m. - 1.00m ↑
06:25 p.m. - 0.60m ↓

Sunday, Sept. 5
01:19 a.m. - 1.70m ↑
08:16 a.m. - 0.60m ↓
01:41 p.m. - 1.10m ↑
07:16 p.m. - 0.60m ↓

Monday, Sept. 6
02:00 a.m. - 1.70m ↑
08:51 a.m. - 0.50m ↓
02:22 p.m. - 1.20m ↑
08:04 p.m. - 0.50m ↓

Tuesday, Sept. 7
02:40 a.m. - 1.70m ↑
09:24 a.m. - 0.50m ↓
03:03 p.m. - 1.30m ↑
08:54 p.m. - 0.50m ↓

Wednesday, Sept. 8
03:20 a.m. - 1.70m ↑
09:55 a.m. - 0.50m ↓
03:44 p.m. - 1.40m ↑
09:48 p.m. - 0.40m ↓

Thursday, Sept. 9
04:03 a.m. - 1.60m ↑
10:25 a.m. - 0.50m ↓
04:24 p.m. - 1.50m ↑
10:45 p.m. - 0.40m ↓

Friday, Sept. 10
04:49 a.m. - 1.50m ↑
10:53 a.m. - 0.50m ↓
05:05 p.m. - 1.60m ↑

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Raising happy, confident readers: Tips for parents

Diane Skinner

Nothing encourages school success more than a child who is a confident reader. Here are some tips and habits that will help your child to reach this goal. The key is to make reading an enjoyable experience. The more your child feels comfortable with reading the more they will be motivated to read. The goal is to raise not just a fluent reader, but a child who loves to read.

1. Make reading a positive experience, not a punishment. Create those feelings by giving books as gifts or even rewards.

2. Choose books that suit your child's interests. If they enjoy nature supply reading material that is about animals and plants. Reading does not have to be fiction.

3. Let your child choose the books. The sense of ownership or control over what they read is very important. If they prefer to read online that is fine – it is still reading.

4. Read to each other. Take turns reading and as your child becomes more confident, let them read more to you. Talk about what was read together. Ask questions such as “Did you like this story? Who was your favourite character? If you were a character in this book, who would you be? Tell me 3 things that happened in this book. Rate this story from 1 to 5.”

5. Make sure the reading level is correct. If the stories or text is far too easy your child will not be improving his/her ability to read and if way too difficult, they will be frustrated, and reading will not be an enjoyable experience. Try to match the books to your



Sheena Langlois believes that children should have access to quality books.

Photos: Courtesy of Sheena Langlois

child's reading level.

6. Never leave home without it – a book, that is! Have your child choose a book or a magazine. This helps to establish the habit of reading.

7. Repeated reading is an effective strategy. If your beginning reader wants to read a book over and over, that's okay. It makes them feel in control of reading. Then you can extend that reading by finding books on the same subject or by the same author.

8. Make reading real. If your child likes to make things, get a book on origami. If your child likes to fish, find books about that.

9. Be patient. If your child is struggling, getting annoyed with them or hurrying them is counterproductive. If they are struggling with a word, allow them to try first then give gentle hints. Never show that you are disappointed when they are

struggling.

10. Talk about words. For example, when you come to a word such as safety and your child has difficulty with it, have them cover the “ty” and they may recognize the word safe. Then show how endings (suffixes) can change words.

11. For beginning readers, have them write their own book. Work together to write the sentences, add illustrations and then they can read the book aloud to you.

12. Be a good example by making reading part of your day. Have a family reading time where everyone grabs a book, magazine or newspaper and reads. After you can briefly share with each other what you have read. Make it fun.

Sheena Langlois, Kindergarten teacher and Mom of two boys, loves children's books. Creating a love of reading and exploring books is important to her, both at school and at home. She believes in the importance of quality books so much that she has become a distributor for Usborne books. She shares her knowledge about books and reading for early and more experienced readers.

Sheena's tips for parents when buying books:

1. Let the child be involved in picking the book/books. Even if it wouldn't be a book you would pick for the child, if the child is interested, that's a win.

2. Don't be afraid to buy something that is too hard, too easy or out of your child's interest range. Too hard challenges and too easy is a comfort book that reinforces confidence.

Literacy Suggestions

Top 5 for 3 - 6 years:

1. Listen and learn books
2. Phonics Readers
3. Peep Inside/see inside series
4. Farmyard Tales
5. Picture Books

Top 5 for 7 - 10 years:

1. See Inside Series
2. Questions and Answers series
3. Knitbone Pepper (A chapter book series)
4. Reading Program (There are books for all reading levels)
5. Write your own books

Top 5 for 11+ years:

1. Lara Williamson's books
2. Illustrated Classics/ Complete Classics
3. A Place Called Perfect
4. Looking After your Mental Health
5. Shadow Chaser- A choose your own story

3. Let the child explore different types of books.

4. Books do not always have to be just reading books. When children are interacting with the book, lifting flaps, touching different textures they are using different senses which helps them retain the information better.

5. When you buy children new clothes, buy them new books. Their minds have grown too.

“The more that you read, the more things you will know. The more you learn, the more places you'll go.” Dr. Seuss

Parents can contact Sheena by calling or texting 418-360-7669 or they can view her website, www.storieswithsheena.com. The titles listed are available through Sheena.



When children are interacting with a book, lifting flaps and touching different textures it helps them to retain information.





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Vetch: Wild purple beauty

Diane Skinner

Wildflowers are an uncultivated variety of flower growing freely without human intervention, meaning they were not intentionally seeded or planted. The Gaspé has many types of wildflowers including our famous lupines (also spelled lupins), daisies, buttercups, asters, bluebells and clover. They are an essential part of our gorgeous landscapes.

The vetch is a purple beauty but not appreciated by all. The plant is considered a bothersome weed by most gardeners and farmers. It does have some uses. There are over 140 species of vetch but only three are native to Canada, and they are a member of the legume family, sometimes called “Poor Man’s Peas.” Do not eat them, though, because they can be toxic to humans. They



Vetch is rich in nitrogen and has been called ‘green manure’ because it can enrich the soil.

Photo: D. Skinner

are native to North America as well as South America, Asia and Africa.

Vetch was historically, one of the first domesticated crops grown by Neolithic

groups because, as in the case of many wildflowers, they have some uses for humans and animals. Some gardeners use the vetch as an ornamental flower, but their main use currently is as part of forage and hay. Some farmers regard them as a high-quality animal feed on a par with alfalfa.

In Canada this is not a common crop, except in parts of British Columbia and southern Ontario. In these milder regions it is planted for an early spring crop. The most common varieties grown as a crop in Canada are hairy vetch, Hungarian vetch and common vetch. On the Gaspé the plant is usually considered a weed.

They have compound leaves, lavender flowers and small seed pods that will burst open when fully ripe. The seeds are toxic to humans but not to ruminants, such as cows, moose and

deer. At the base of the flower are nectaries (small lobes) which contain nectar. Bees are attracted to the vetch and will collect the sweet liquid, but ants love the nectar, and the plants are often covered in ants. It’s not all bad, though, because the ants deter too many caterpillars and other pesky insects. Generally, vetch grows from April to October.

The vetch is rich in nitrogen and is termed “green manure.” The plants are turned back into the soil and will enrich it for the next crops that will be planted.

If you want to know more about which plants are safe to consume or use for medicine, a terrific book is available titled Edible and Medicinal Plants of Canada. Always check before eating wild plants. Mother Nature has provided us with so much, but it is always best to know and understand her gifts.

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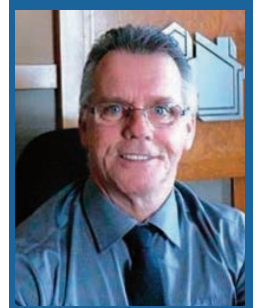
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