

Group invests \$14M in multi-dwelling housing for New Richmond and Carleton

GILLES GAGNÉ

NEW RICHMOND – Two Beauce-based companies have started the construction of a series of duplexes totalling 40 units in New Richmond and Carleton. The first 18 units will be ready for tenants in October or shortly after. The first phase requires an investment of \$14 million.

“Out of the 18 units that will be delivered this year, ten are located in Carleton and eight in New Richmond. We initially wanted to build a total of 200 units in six Bay of Chaleur towns but we ran into the difficulty of finding contractors so we will lengthen the realization period over more phases,” explains the promoter, Jonathan Dupont-Champagne of Gestion immobilière de la Rive sud and its affiliated company, Construction LDM.

In New Richmond, the first 20 units will be located on Des Érables Street.

On June 1, Mr. Dupont-Champagne met with potential tenants at the New Richmond community hall, next to the town hall.



On June 1, Dominique Lagrange, a main shareholder of Gestion Immobilière de la Rive sud, and the company's business development director, Pierre Barthell, met with people interested in renting one of the 40 units that will be added to the housing supply of New Richmond and Carleton in 2023 and early 2024.

Photo: G. Gagné

“We have people who already signed their rental lease and some will sign it during our stay in the Bay of Chaleur area,” points out Mr. Dupont-Champagne. The rent per unit is currently set at \$1,600 per month.

Once the 40 units which are part of phase 1 are completed, the promoter is plan-

ning to add between 60 and 80 additional units (duplexes) later in 2024.

Jonathan Dupont-Champagne prefers not identifying the other four Baie-des-Chaleurs municipalities where his group is planning to add housing.

Jonathan Dupont-Champagne would like to engage

local contractors as much as possible.

“We are taking what the contractors are able to give us, however, the lack of contractor availability forced us to review our initial plan, time-wise. We had to establish trust between them and us,” he says.

Construction LDM and Mr.

Dupont-Champagne are trying to find contractors specialized in one specific branch of construction, like sidings, structures or roofs, for example.

“It is a bit unusual for some contractors, who are essentially doing everything. We have found some who are ready to work according to our way of doing things. Specializing in certain tasks is a good way to lower the costs and respect delivery schedules,” he stresses.

“The construction cost per unit is higher in the Gaspé Peninsula,” says Jonathan Dupont-Champagne.

“The difference between building duplexes in Beauce and in the Gaspé Peninsula hovers around \$45,000 per door. At first, when we started negotiating with contractors, it (the difference) could be as high as \$120,000 per door. In Beauce, we can build a unit for \$185,000 and it is \$230,000 in the Gaspé Peninsula,” he says. The Gaspé Peninsula is currently dealing with a major housing shortage, as hundreds of affordable units could find tenants within weeks if they were available.

June kicks off with record temperatures

NELSON SERGERIE

GASPÉ - Several temperature records were broken on May 31 and June 1 in the Bay of Chaleur, Rocher-Percé and Gaspé areas, as warm weather arrived early in the Gaspé Peninsula.

On May 31, the hottest spot was once again Carleton-sur-Mer, where the record of 27.5°C set in 2013 was shattered when temperatures reached 33.6°C.

Gaspé followed close behind with a temperature of 32.6°C, while the previous record was 28.3°C, which

was set back in 1944.

In New Carlisle, the mercury reached 30.9°C, way above the 26.6°C record that was set in 2013.

Even Cap-d'Espoir broke a record with a temperature of 21.5°C, the previous 2016 record of 17.3°C.

According to Environment Canada data, on June 1, temperatures reached 33.2°C in the afternoon in New Carlisle, beating the 1999 record of 26.5°C.

It was even hotter in Carleton-sur-Mer, where the thermometer registered

34.3°C, compared with the previous record of 28.9°C that was set in 1996.

Although it was still hot in Gaspé with a temperature of 31.5°C, the 1999 record of 31.9°C was not broken.

The consequences are significant, particularly when it comes to Quebec's forests. Authorities are urging people to avoid all traffic and activities in the forest. The fire index is “extreme” throughout Quebec, and open fires are prohibited. On June 1, forestry work was suspended throughout the province.

A heat wave swept across the Gaspé Peninsula on Thursday, June 1, prompting people to head for the beach like this one in Maria.



Photo: G. Gagné

Transports Québec must receive a motion to change speed near SPDS

Municipality of Port Daniel-Gascons is ready to help

GILLES GAGNÉ

PORT DANIEL – Quebec’s Department of Transport needs a municipal resolution in order to change the speed limits around a school zone. The mayor of Port Daniel-Gascons, Henri Grenier, indicated that the municipality is more than willing to send such a motion to Transports Québec, especially if he gets a documenting letter from the parents or from the school.

On May 16, Sûreté du Québec police officers accompanied by grade 5 and 6 students from Shigawake Port Daniel School (SPDS), held a school zone awareness activity. In the two hours spent in front of the school, which is located along Highway 132, eight motorists were stopped for speeding, despite the obvious presence of over a dozen students and police officers.

That activity was the second activity which occurred near SPDS. It followed the January 30 to February 10 surveillance operation in the same school zone, which led to 17 speeding tickets being handed out to drivers. One driver was clocked at 130 km/h, which is 80 km/h above the limit for this school zone. Transports Québec’s spokesperson for the Gaspé Peninsula, Sophie Gaudreault, stresses that a municipal resolution is a compulsory factor in triggering speed limit changes in a school zone.

“A municipality or a citizen could request an analysis of a specific situation. However, it



Photo: Holly Smith

On May 16, more than a dozen students participated with police officers in a school zone awareness activity in front of Shigawake-Port Daniel School.

takes a municipal resolution to obtain a speed limit change. A citizen cannot, alone, carry out such a change. He or she has to do it through the municipal process,” explains Ms. Gaudreault.

Recommendations from the Sûreté du Québec alone cannot trigger a speed limit change either, she adds.

Police officer, Isabelle Cyr, who accompanied the students on May 16, told SPEC that she is thinking of a plan that could work in the SPDS sector but she is not ready to talk publicly about it for now.

Municipality is ready to do more

The governing board of SPDS has contacted the mu-

nicipality in the past to express concern about speeding in the school zone.

Port Daniel-Gascons mayor, Henri Grenier is well aware of the situation.

“This file is not new. We see the same thing in Gascons’ school zone. We have talked to Transports Québec at least three times about the speeding problem and, so far, nothing has changed. We are open to adopting a resolution. That’s for sure. If the school can send us a message describing the situation experienced in the school zone, we will make another move. Whenever we have such a request, we agree to it,” says Mayor Grenier.

“We have sent motions to Transports Québec in the past. They do the analysis but there

is no guarantee that they will change the school zone speeds,” he adds.

He thinks that it might take more than changing speed limits in the SPDS area to modify the behaviour of some drivers.

“This is not what will settle the case of the motorist who goes 130 kilometres per hour in a school zone. Realistically, I think that person needs more than road signs,” deplores Mr. Grenier.

He thinks that a gradual speed reduction before the school zone could be a way to alleviate the current problem.

“A good way to do it would be to install a sign of 70 kilometres per hour half a kilometre from the 90 km/h sign, and then go from 70 to 50 in the school zone. Our next meeting is scheduled for Tuesday, June 12. People from the school can contact me. If they want to write me a letter, I’ll take it into account for sure. Moreover, our next meeting will take place in Port Daniel West. Right now, the speed reduction from 90 to 50 km/h in one shot doesn’t work,” concludes Henri Grenier.

Evaluation of speed zones

A speed limit change request from a municipality doesn’t automatically translate into an adjustment of the situation, points out Transports Québec spokesperson Sophie Gaudreault

“There are always several factors taken into account for speed determination, such as

the geometry of the road, whether it is an urban or a rural area, the presence of businesses, an intersection, if there is visibility or not. When we receive a speed change request, it requires a whole technical analysis. We have to identify the specifics. We have traffic engineers looking at it. We ask SAAQ advisors and police services. It is difficult to set a precise deadline. It’s not done in a week,” she says.

The Sûreté du Québec opinion is considered. “We are in close collaboration with them. They know the accident-prone sectors. They are consulted. They are on the ground. Their point of view is taken into account. This is how decisions are made about speeds of 50, 60, 70, 80 or 90 kilometres per hour. In a school zone, there are regulations, and the speed is 50 km/h or less,” she says.

Sophie Gaudreault stresses that there are different ways to raise awareness. “Educational radars with light codes are quite striking. Things like that can be installed. Radars are not permanent though. They are usually put up for a period by a municipality. It can also be an awareness campaign.”

Transports Québec works with partners in road safety, including the Sûreté du Québec, but also the Société de l’assurance-automobile du Québec (SAAQ).

“Overall, the goal of the partners is to get rule compliance and road safety. Our mission at Transports Québec is to offer a road that presents safe conditions. Along a road like Highway 132, we are responsible for the signs announcing a school zone, then the signs of the school zone. The mission to ensure compliance with road safety rules goes to the Sûreté du Québec while the SAAQ carries out awareness campaigns. They share the responsibilities. Every organization has limits,” points out Sophie Gaudreault.

“We understand that there are fears in that sector,” she adds, referring to the fact that the Shigawake-Port Daniel School area is characterized by a short 50 kilometres per hour school zone and that this stretch of Highway 132 is bordered by speed limits of 90-kilometre to the east and west.

Fewer births and a longer life expectancy

Nelson Sergerie

GASPÉ - After peaking at 1.84 children per woman in 2021, the Gaspé Peninsula-Magdalen Islands fertility rate dropped significantly in 2022.

According to an Institut de la statistique du Québec (ISQ) projection unveiled on May 24, the Gaspé Peninsula-Magdalen Islands ranks sixth in the province with a fertility rate of 1.66.

The average Quebec fertility rate is 1.49, the lowest rate in 20 years. It was 1.58 in 2021.

The average age of women at childbirth was 29.25 in the Gaspé Peninsula-Magdalen Islands, a figure that has varied little over the past decade.

A total of 668 children were born last year in the region, one of the lowest figures of the decade, compared with 750 births in 2021.

On the other hand, according to the Institut de la statistique du Québec, the life expectancy in the region continues to increase. The average life expectancy for 2020 to 2022 is 81.7 years, versus 81.6 years in 2019-2021. This is the highest life expectancy the region has ever seen.

The ISQ notes that the strongest province-wide life expectancy growth for the period covering 2017 to 2022 occurred in the Gaspé Peninsula-Magdalen Islands, with an increase of half a year.

The average life expectancy for women in the region is 83.7 years, while the male average is 79.9 years.

In 2022, there were 1,180 deaths in the region according to provisional data, a peak since 1986, according to available ISQ data.

Man who threatened Chandler councillor with death avoids justice

NELSON SERGERIE

CHANDLER - The individual who threatened Chandler Town Councillor, Raynald Leblanc, with death threats is getting off lightly.

The defendant will be able to take advantage of a program that allows him to avoid the courts in this case.

On March 19, the councillor filed a complaint with the Sûreté du Québec after receiving death threats when he was leaving his house. Those threats are linked to the ongoing saga surrounding the Adrenaline Rescue file.

The accused was questioned by the police and released on a promise to appear in court.

However, Mr. Leblanc received a letter from the Criminal and Penal Prosecution Department which states that “the evidence is sufficient to institute proceedings.”

The individual, however, can benefit from the non-judicial treatment program for certain criminal offences committed by adults.

The letter goes on to state “that no criminal charges will be brought against him.” The defendant will have to keep the peace for the next five years.

“We were talking not long ago about intimidation of elected officials and that there is a law that protects us. We make decisions that may not

please everyone. For it to be taken lightly like that, we are not very happy with the decision,” says the mayor of Chandler, Gilles Daraïche.

He intends to discuss this issue with the Union of Quebec Municipalities (UMQ).

“We wish to show our dissatisfaction,” says the mayor, who points out that people do not dare to run for councillor or elected positions for fear of intimidation.

The UMQ remains cautious in its comments.

“I don't want to comment on this case in particular, but almost everywhere, we see an increase in harassment, a lack of patience on the part of citizens,” mentions the president of the Women and Governance Committee of the UMQ and mayor of Granby, Julie Bourdon.

When asked to comment on the difference between harassment and a death threat, Ms. Bourdon says it is a topic that must be looked at more closely. “There are people who sometimes receive threats. Some lines should not be crossed and we must look into the question,” answers Ms. Bourdon.

In March, the mayors of Cloridorme and Petite-Vallée resigned.

Pierre Martin of Cloridorme spoke of repeated harassment by a group of citizens and personal attacks on the Internet.



Photo: N. Sergerie

Councillor Raynald Leblanc received death threats in March

His neighbour from Petite-Vallée, Mélanie Clavet, wrote in her resignation letter that the current situation of municipal politics in small communities, being torn apart by threats and verbal attacks, does not encourage the recruitment of young politicians in the towns and villages and this kind of policy does not suit me.

In February 2022, Saint-Godefroi mayor, Genade Grenier, also resigned as that town's mayor saying he received numerous letters of intimidation and insults.

The Government of Quebec launched a campaign at the beginning of the spring to try to curb the harassment or intimidation of elected officials.

The two municipal unions have received \$1 million each to counter this ongoing problem.

Police report

The preliminary hearing of Lisette Hautcoeur, 59, charged with the non-premeditated murder of Chandler's Richard Allard on July 12, 2022, is scheduled for two weeks starting on November 20 at the Percé Courthouse. The body of Richard Allard, 64, was found in his apartment on Mgr Ross Est Street in Chandler. Investigators had been searching for clues for weeks to target a suspect when Lisette Hautcoeur was finally arrested on August 11 and charged a day later at the Percé Courthouse. She was eventually released, pending several conditions. At the time of Mr. Allard's death, she was living in the same apartment building.

The bail hearings for Simon Dufort-Chouinard, 18, who is charged with two counts of dangerous driving causing death and his father, Marc-Jules Chouinard, 48, who is charged with dangerous driving, are postponed once again. The investigation is still underway and, as a result, additional charges could be laid against the two men. Citizens living in the Rivière-au-Renard area reported a police presence on May 30 in the perimeter of the May 10 accident that claimed the lives of 19-year-old Gabriel Noël and 18-year-old Dylan Samuel-Francoeur.

Marc-Jules Chouinard will undergo his bail hearing on June 15, however, the bail hearing for his son, Simon Dufort-Chouinard, is postponed to a later date. Both men last appeared at the Percé Courthouse on May 30.

The wounds remain painful for the loved ones of the victims of the tragic road accident. About forty people gathered at the start of the day on May 30 at the Gaspé rest area to go to the Percé Courthouse, under police surveillance, to attend the appearance of the two defendants in this case. A third person was arrested in this case but was released on a promise to appear at a later date. The Sûreté du Québec is not releasing any information regarding their investigation into the accident.

In the meantime, Dylan Samuel-Francoeur's sister, Jessica, is asking for justice. “You have rage in your body. We want justice for two young people who paid with their lives for two madmen. We need it. It will never ever give us back my brother, never his friend but we need justice so that this does not happen to other young people,” says the young woman.

Pascan cuts the direct link between Bonaventure and Quebec City

From Baie des Chaleurs to the capital, via Montreal's south shore!

GILLES GAGNÉ

BONAVENTURE – Users of Pascan Aviation living in the Bay of Chaleur area now have to go through the Saint-Hubert airport on the south shore of Montreal if they want to go to Quebec City.

A direct return flight from Quebec City to Bonaventure is also no longer possible. Effective June 4, Pascan Aviation will be making a detour to the Magdalen Islands before landing at the airport in Bonaventure.

To compensate for these detours, Pascan aircrafts will now serve Bonaventure-based round trips to major centres seven days a week instead of five.

The president of Pascan Aviation, Yani Gagnon, justifies the schedule change by the lack of traffic on the Bonaventure-Quebec City



Photo: G. Gagné

Effective June 4, Pascan planes no longer connect Bonaventure airport directly to Quebec City airport. Detours to Saint-Hubert and the Magdalen Islands, depending on whether users are heading west or east, are now required.

round-trip flights.

“There will be regular connections from Saint-Hubert for people from Bonaventure wanting to go to Quebec. (...) We are doomed to make people dissatisfied. The biggest

criticism we received from Bonaventure users was that there were no flights every day. We wanted to extend the scope of the service over seven days. There was a lot of frustration because there were

no flights on Saturday and Sunday,” he explains.

Big difference in airfares

The Gaspé SPEC looked into what could be the cause of the low traffic on Bonaventure-Quebec City flights. Pascan Aviation offers this round-trip flight at a minimum price of \$979, sometimes more, while it offers a Gaspé-Quebec City round-trip starting at \$500, even if this flight covers a greater distance.

“Most of the time, the price is a function of the service itself, and it is inherent in attendance. Bonaventure is a destination where the daily volume, except at certain times of the year, is low. The population is lower than in other areas we serve, such as Gaspé and Sept-Îles,” points out Yani Gagnon.

In addition, he notes, pas-

sengers can take advantage of the PAAR (Regional Air Access Program) fare when they go to Quebec City and Montreal-Saint-Hubert. “Bonaventure users can receive a 30% discount because of this program,” he notes.

That program is marked by an annual limit of \$1,500 per user though, a ceiling that is reached very fast for people who travel often.

When elaborating Yani Gagnon comes back to the issue of pricing. “Is Gaspé not expensive enough or is Bonaventure too expensive? We do not have first class, as on international flights, where first-class (seats) practically pay all the costs of a Montreal-Paris flight. Rates have not increased recently, yet fuel prices have doubled. All fees have increased. NavCanada



Gilles Gagné

Commentary

Is Quebec’s Liberal Party becoming limited to the Montreal area?

The Liberal Party of Quebec used to be a great political party, no matter the allegiance of observers. It is the only party in Quebec that has survived since Canada’s Confederation in 1867, and it has stayed a political threat to opposition parties in almost every election that has been held between 1867 and 2018 inclusively.

Between 1936 and 1939, as well as between 1944 and 1959, the party went through a trying period that was dominated by Union nationale’s leader and Premier Maurice Duplessis, who controlled Quebec as nobody had done before or since.

Under Jean Lesage between 1960 and 1966, Quebec woke up and adopted a set of measures and policies that propelled it towards an intense period of change and prosperity called the Quiet Revolution, or the Révolution tranquille as it is known in French.

The much-needed Department of Education was founded, the nationalization of hydroelectricity was adopted and the Quebec Pension Plan was created to improve the financial situation of retirees, among other realizations. Economic tools like the Société générale de financement were created to allow Quebecers to have a say in development ventures that were taking place in the province.

Between 1970 and 1976, the Robert Bourassa Liberal Party government, created more than its targeted job creation goal set during the electoral campaign of 1970, namely 100,000 jobs, which were notably taken by people working on the construction of power dams. At the time, power dams were not perceived negatively by a cross section of the population. In 2023, many justified environmental issues have changed that perception.

Robert Bourassa’s second term which occurred between 1973 and 1976 was controversial in that it was marred by corruption scandals and the premier himself was often criticized because his constitutional position was not very clear. He was a federalist toying with the idea of demanding more autonomy for the province, something that was greatly criticized by Pierre Elliot Trudeau who was Canada’s prime minister at that time. At the onset of a constitutional conference, Mr. Trudeau at one point called him a “hotdog eater” implying that he was a classless guy.

In 1990, five years after regaining power over what is often called his second political career, Robert Bourassa made a statement to the effect that Quebec’s distinct society status was non-negotiable

if the province was to remain in Canada. That statement came amidst the debate pertaining to the ill-fated Meech Lake Accord, which would have conferred greater autonomy to the provinces.

Despite the rejection of Meech, Mr. Bourassa’s threat to ponder Quebec’s access to sovereignty never went farther than words.

The 2003-2012 tenure of Jean Charest marked a long pause in Quebec’s desire to get more jurisdiction powers from the federal government. It got worse between 2014 and 2018 under Philippe Couillard’s reign.

In both cases, the attachment of both premiers to Canada’s way of conducting government and constitutional affairs eroded increasingly Quebecers’ trust in perceiving the Liberal Party as a potent option to defend their aspirations.

We are not talking about Quebecers working for Quebec’s independence. We are referring to the 70% or so of Quebecers who still want to remain in Canada. They want Canada to recognize that the French language must be protected in order to survive and thrive. A fair proportion of those federalist Quebecers are not Canadians first and foremost, as former Quebec Premier Daniel Johnson Junior said in 1994. Recent demography statistics show that the French language is still declining in Quebec, mainly in Montreal.

Quebec’s Liberal Party is disconnected from the province’s reality

In 2010, during a Liberal Party of Quebec general council, one of its members asked Premier Jean Charest to weigh the possibility of creating an anti-corruption squad to investigate the allegations running in the construction sector, to the effect that organized crime had important ramifications in that field. That member’s request was completely ignored by all the other members. It was clear that dissension was refused within the party’s ranks.

The same political culture characterized the tenure of Philippe Couillard, who notably dismantled the Quebec region’s development structures such as the Conférences régionales des élus (CRÉ) and the Centres locaux de développement (CLD). Those decisions were made despite obvious opposition coming from rural regions.

To add insult to injury, Premier Couillard’s cabinet changed the financing of municipalities through Bill 21, thus depriving villages or towns of \$800 million yearly, only to transfer the amount to Montreal and Quebec City.

Is it surprising now to see that the Liberal Party of Quebec is surviving only in some parts of Montreal and in the riding of Pontiac?

When a political party refuses systematic debates

over important issues, whether it is corruption in the construction sector, regional development or language, it usually backfires.

In 2011, the Liberals surrendered to popular pressure and created the Charbonneau Commission, which concluded that there were ties between political parties’ funding and the construction sector and that money given to those parties was playing a role in the attribution of governmental contracts. The fact that Jean Charest put up the Charbonneau Commission did not prevent his successor, Philippe Couillard, from winning the 2014 election.

Over recent years, Quebec’s Liberal Party has refrained from taking solid positions regarding the protection of the French language. The party’s management seems to think that it is impossible to protect its English-speaking partisan base and look for the enhancement of French. It is rather odd considering that some Liberal premiers and ministers were able to do both repeatedly between 1960 and 2003.

During the Liberal Party’s national council which occurred from May 26 to 28, discussions clearly indicated that the party is drifting towards positions that are installing a distance between the party and the francophone majority.

Over that weekend, Member of the National Assembly, Moncef Derraji, proposed that francophone students finishing their Cegep degree should receive their diploma only after succeeding at an English test. It was not a good idea considering the declining use of French in Quebec and the ailing quality of written and spoken French within the francophone community.

Defending the English language in Quebec is also a noble cause. However, if the Liberal Party adopts motions increasingly targeting the protection of the anglophone minority, a rising number of French-speaking Quebecers will keep looking for other political options, the way it has happened since 2014.

During that span, the Liberals lost their edge in the business sector, and the Coalition avenir Québec replaced them with solid contacts developed since 2012.

A vicious circle might be appearing for Quebec’s Liberals. As a rising proportion of Quebecers leave the party, its orientations will mainly come from a limited number of members living in a declining number of ridings, thus becoming tied to a very limited part of Quebec’s reality.

In the short term, it might be good to voice the concerns of the English-speaking Quebecers and first-generation immigrants. However, such limited advocacy will prevent the Liberal Party from becoming a contender in the near and distant future. That aspect will not serve the interests of the Anglophone minority.

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Innergex and MMBC sign 30-year deal with Hydro-Québec for the second wind farm

GILLES GAGNÉ

GESGAPEGIAG – On May 31, Innergex Renewable Energy Inc. and Mi'gmawei Mawioimi Business Corporation announced that they have signed a 30-year “take-or-pay” power purchase agreement indexed to 30% inflation with Hydro-Québec for the electricity to be produced by the Mesgi'g Ugju's'n 2 wind farm.

Mesgi'g Ugju's'n 2 is a 102.24-megawatt wind farm project, which will be located in the backcountry of Escuminac in the MRC of Avignon, and will be an extension to the existing 150 megawatt Mesgi'g Ugju's'n wind facility that was commissioned in December 2016.

Mesgi'g Ugju's'n 2, also called MU2, is the result of a 50-50 renewed partnership between Innergex and Gesgapegiag, Gespeg and Listuguj, the three Mi'gmaq communities of the Gaspé Peninsula. These three communities are represented by the Mi'gmawei Mawioimi Business Corporation, or MMBC.

“The signing of this long-term power purchase agreement with Hydro-Québec enables the project to move ahead by guaranteeing revenues over the span of 30 years,” says Michel Letellier, president and chief executive officer of Innergex.

“With the new financial initiatives announced by the Government of Canada to foster a clean economy, we expect the Canadian market to continue to bloom with exciting new opportunities for renewable energy. With projects like Mesgi'g Ugju's'n 2, local communities and, especially Indigenous communities, are bound to benefit from this incredible future growth, as renewable energy projects are known to bring direct social and economic benefits to the region in which they are developed,” adds Mr. Letellier through a press release.

“This milestone in the development of Mesgi'g Ugju's'n 2 guarantees sustainability by securing recurrent revenues and jobs for our communities for the next 30 years,” points out Frédéric Vicaire, chief executive officer of MMBC.

“Through job creation or self-generated income, our partnership with Innergex aims to produce wealth. It demonstrates our determination to follow a clear path in the

sustainable exploitation of our natural resources and the production of renewable energies, thus being a leader in the fight against climate change. Our three communities are proud of this achievement, and hope to inspire other First Nations across Canada to develop similar initiatives,” also mentions Mr. Vicaire.

Project selected in March

The contract was signed two-and-a-half months after the selection of the MU2 wind project by Hydro-Québec, following a request for proposals. The project was selected on March 12, 2023. MU2 will contribute to supporting the wind industry supply chain in the Gaspé Peninsula and Quebec.

MU2 should also provide an annual financial contribution and set up a social commitment fund to support development initiatives with local municipalities.

The construction of the MU2 wind farm will involve the participation of local and regional businesses. The construction alone will require the creation of approximately 200 jobs during its peak period, while long-term, permanent and qualified jobs will also be created during operations.

Interconnection costs and the collector system will be reimbursed by Hydro-Québec at the commissioning of the facility. Project costs are estimated at approximately \$277.4 million, which are expected to be financed with approximately 75% to 80% of long-term, non-recourse project debt and the remaining will be funded by sponsor equity to be shared equally among the partners.

In March, Germany-based turbine builder Enercon seemed to have a lead as the potential supplier of MU2 but it has not been confirmed by Innergex.

The origin of the windmill blades remains unknown for now. The management of LM Wind Power had already mentioned to Innergex in March that its Gaspé plant in York's Augustines industrial park would not be in a position to supply the wind farm that will be erected alongside the existing one in the backcountry of Escuminac. The Gaspé facility has orders that will take the next three years, maybe more, to fulfill.

In the case of the windmill

towers, Innergex is still negotiating with potential suppliers.

The construction start of the MU2 wind farm is not expected until the end of the 2024 summer because the authorizations notably pertaining to the environmental assessment study remain to be granted. The construction phase is supposed to take 18 months, which doesn't include production trials and commissioning of the wind farm.

The 102.24 megawatts of energy will be produced by a maximum of 24 windmills. The turbines will be selected from models ranging between 4.26 and 6 megawatts.

Background

Mi'gmawei Mawioimi Business Corporation is an organization established by the three Mi'gmaq communities located on the territory of Gespe'gewa'gi. MMBC is the economic arm of the three Mi'gmaq communities of Gespeg, Gesgapegiag and Listuguj, and its mission is to create and manage wealth, initiate business opportunities in the sustainable development of natural resources as well as in services and knowledge industries.

Through investments, acquisitions, and the establishment of partnerships and diverse business ventures, MMBC's goal is also to support meaningful improvement in employment and economic security.



Photo: Courtesy of Innergex

The Mesgi'g Ugju's'n 2 wind farm will be built alongside the existing windmills in the backcountry of Escuminac.

For over 30 years, Innergex has been known as a renewable energy promoter and developer. It is an independent renewable power producer which develops, acquires, owns and operates hydroelectric facilities, wind farms, solar farms and energy storage facilities,

In a press release, the management of Innergex mentions being “convinced that generating power from renewable sources will lead the way to a better world.”

Innergex conducts operations in Canada, United States, France and Chile and manages a large portfolio of assets currently consisting of interests in 87 operating facilities with an aggregate net installed capacity of 3,692 MW (gross 4,243 MW) and an energy storage ca-

capacity of 159 MWh, including 40 hydroelectric facilities, 35 wind facilities, 11 solar facilities and 1 battery energy storage facility.

Innergex also holds interests in 13 projects under development with a net installed capacity of 760 MW (gross 849 MW) and an energy storage capacity of 605 MWh, five of which are under construction, as well as prospective projects at different stages of development with an aggregate gross installed capacity totalling 8,883 MW. Its approach to building shareholder value is to generate sustainable cash flows, provide an attractive risk-adjusted return on invested capital and distribute a stable dividend, also mentioned in the press release.

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Commercial Street: Town of Percé faces delays in getting authorization from the province

NELSON SERGERIE

PERCÉ - The town of Percé is still waiting on authorization from the Government of Quebec to proceed with the subdivision of the future Commercial Street in the heart of the heritage site.

The project was presented to citizens in October 2020 and construction was set to start in the spring of 2023. Without this authorization, the land cannot be sold to interested buyers.

First, there were delays in making this street more environmentally friendly. Research to discover a formula for asphalt made out of recycled flexible plastic took a little longer than expected.

Mayor of Percé, Cathy Poirier, explains however, that the subdivision issue is what is causing the current delay. "The real reason is that we are currently waiting for the Ministry of Culture and Heritage to subdivide all of this land. It has been 28 months since the

initial request was submitted to the Ministry of Culture. We've been waiting for over two years. You can't sell the land. We have purchase promises with two (business) owners, but we cannot sign the deeds of sale until the subdivisions exist," complains Mayor Poirier who finds the delay very long.

Since the project is on a heritage site, Quebec must authorize any modification involving this historic sector of Percé.

"It causes deadlines that delay our schedule. This fall, we plan to do the work for the first phase of the underground infrastructures. We hope to put out a call for tenders before the fall, which could be followed next year with paving with asphalt containing recycled plastic," says the mayor.

Asked about this long delay, Coalition Avenir Québec Member of the National Assembly for Gaspé, Stéphane Sainte-Croix, admits that 28 months is too long.



Photo: Town of Percé

The look of the future Rue du piedmont in Percé.

"We are working on this file and a few others. We are trying to promote faster processing of files that affect this particular sector of the Town of Percé. We are working hard on this file," says Mr. Sainte-Croix, who is also the assistant to the Minister Responsible for the Gaspé Peninsula.

"The objective is to be

there to ensure that we move forward and we do what is necessary to speed up decision making," adds Mr. Sainte-

Croix. A total of six lots are for sale by the town administration on Rue du piedmont which connects Highway 132 to the Percé Geopark.

The delay from the Quebec government is cooling buyers off. "Is it the fact that they are not subdivided? The fact that the work has not begun? People can't conceive that these lots are for sale. The moment there's construction, it's going to attract buyers. There have been several questions directed to the Town, but there is no urgency because the work cannot be done at this time. We think that when construction starts, it will attract future developers," hopes Mayor Poirier, who believes the development of Rue du piedmont should happen in 2024.

Shrimp prices: a decision in favour of processors

NELSON SERGERIE

GASPÉ - Until June 30, shrimp fishermen will receive the same price as they were paid during the first part of the 2022 season.

This was the decision that was handed down on the evening of May 26 by the Régie des marchés agricoles et agroalimentaires du Québec, following a hearing held on May 12 between the Office des pêcheurs de crevette du Québec and the Association québécoise de l'industrie de la pêche, which represents processors.

The Régie des marchés agricoles et agroalimentaires has essentially retained the arguments of the processors without making any changes, considering that the proposal appeared to be the most appropriate in the current context of rising processing costs, small landings, reduced exports to the United Kingdom, high inventory levels, the viability of processors, the importance of securing markets and labour shortages.

The Régie notes that the price of fuel, which averaged

\$1.80 per litre last year, has been around \$1.10 so far this year. Also mentioned was the price paid in Newfoundland, which was established at \$1.08, whereas it is \$1.22 in Quebec, taking into account the distribution of categories of shrimp currently landed.

With all the accumulated factors, the prices are currently set at \$1.60 per pound for large, \$1.38 for medium and \$1.22 for smaller shrimp.

The fishermen were asking for prices of \$1.68, \$1.45 and \$1.28 respectively.

"When you lose a decision like that and you thought you had arguments to support it, it's sure to be disappointing," reacts the director general of the Fishermen's Office, Patrice Element.

The Régie was surprised that they had to decide the prices for the first part of the season, since there was such a small difference in the two proposals submitted.

They even took the liberty of indicating that the suggestion submitted by the Quebec Shrimp Fishermen's Office is the same as that presented in the spring of 2022 and it suf-

fers from the same shortcomings.

"We've taken note of the Régie's decision. Essentially what it is saying is that our argument was not sufficient to support our claim. We take note of that and, if eventually, we have other arbitrations in the future, we will adjust according to the comments that the Régie has given us," analyzes Mr. Element.

For the moment, the director is not moving forward with fixing prices for the period after July 1, as catch rates remain low.

"If it (catch rates) doesn't recover, we'll have to do something because even if we had won, the difference is not enough to compensate for the low catch rates, but it might have allowed some fishermen to finish the season," says the director. In fact, according to Mr. Element some shrimp fishermen are considering the idea of not fishing due to the current situation.

The Quebec Shrimp Fishermen's Office wants to once again quickly discuss the points for the second part of the season.

Unionized workers at the CSN will resort to pressure tactics

Nelson Sergerie

GRANDE-RIVIÈRE - Negotiations are difficult between the Union of Municipal Employees of Grande-Rivière affiliated with the CSN and the Town, to the point where the union members have unanimously voted for a pressure tactics mandate.

For now they won't be striking as part of their attempts to renew the collective agreement that expired on December 31, 2021.

According to the union, the requests were submitted to the employer on May 24, 2022, but since then negotiations have made little progress on all the points of the collective agreement.

"The employer is closed especially to financial requests. There is not much openness for negotiations," says the president of the Union of Municipal Employees of the Town of Grande-Rivière, Dave Couture.

Negotiation meetings were cancelled at the last minute by the Town. "It's a bit of a lack of preparation and seriousness on their side," says the union president.

The Town granted a 2% increase to take into account the impact of inflation, but union members are demanding the equivalent of inflation for 2022. "We are not asking for the end of the world. We would like it to be resolved quickly," says Mr. Couture.

A mobilization committee was created to determine what pressure tactics would be used. "It is a process of negotiations. Everyone brings their own elements. What I can tell you is that we take the process seriously," says the mayor of Grande-Rivière, Gino Cyr.

"If the offer is presented in its entirety, I can tell you that what is on the table is comparable and even more advantageous than certain municipalities or private companies. But we must also take into account the ability of citizens to pay," adds the mayor.

Negotiations are scheduled three times during the month (of June). "Which is slowing down from what I perceive. It seems that there are union guidelines to force certain elements to be inserted. These are not necessarily employee demands, but it seems that it is the CSN that wants to put more provincial conditions to enter them into the agreement. In my opinion, this is what is causing a bit of a delay," says Mr. Cyr.

The president of the Union of Municipal Employees of the Town of Grande-Rivière, however, believes, "This is not entirely true. We rely on other municipalities and we try to bring about fair working conditions for municipal employees in Quebec. Each municipality has its own realities and, in the end, we all work in the same way. Of course, it looks a bit similar," replies Mr. Couture.

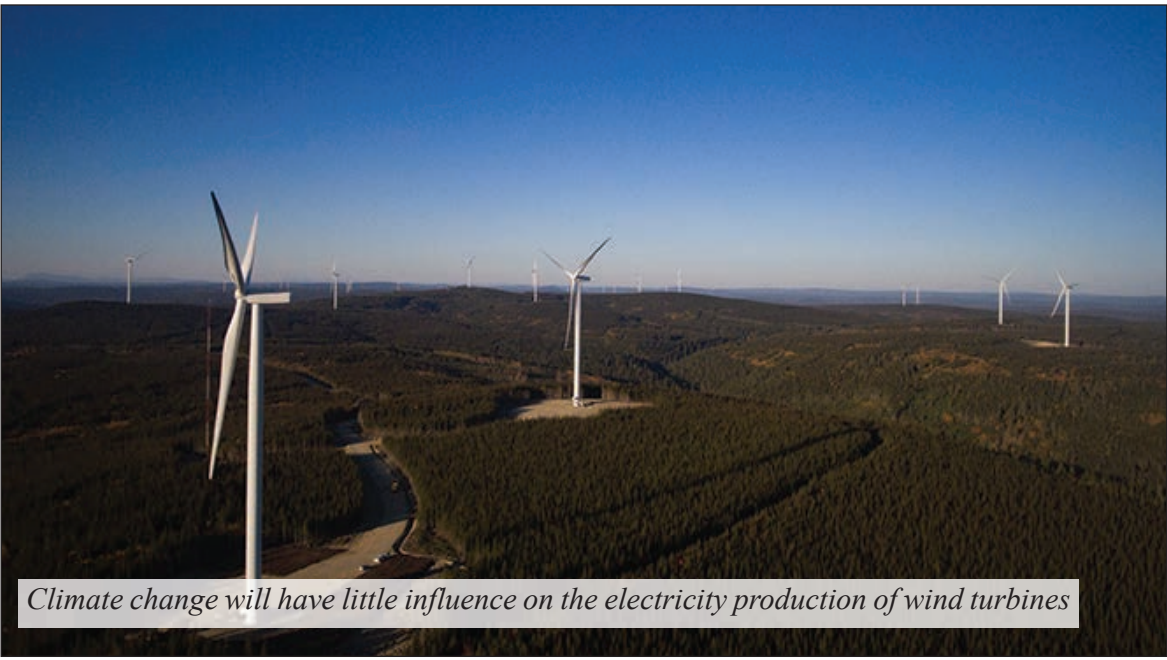
Wind turbine: climate change will hardly change anything

NELSON SERGERIE

GASPÉ - A study produced by Nergica of Gaspé, in collaboration with Ouranos and Hydro-Québec reveals that climate change will not have a significant impact on wind energy production for the next few decades in North America.

Wind power could play a major role in limiting the impact of climate change by reducing coal, oil and natural gas consumption and slowing down greenhouse gas emissions by 2030 in order to achieve carbon neutrality by 2050. The Energy Board calculates that wind energy production must increase by 47% by the middle of the century to achieve this goal.

“We are in a situation where we know that we will need more energy and to reduce the use of fossil fuels. Will the renewable energy we use today remain efficient?



Climate change will have little influence on the electricity production of wind turbines

Photo: Immerge

This is the situation in which our project fits,” says Nergica’s research and innovation project manager, Marylis Clément.

Canada operates wind turbines in a cold climate and the researcher wanted to assess the impact of climate change on winds and frost.

“The results obtained indi-

cate that climate change will not have a significant impact on the production of wind turbines in Canada. There are no real production changes over the next few decades. Our study confirms that wind power remains a strategic choice,” adds Ms. Clément, as Quebec wants to order some 4,000 megawatts of this type

of energy over the next few years.

Observations from the last 20 years will be used to measure the evolution of climate change on the production of wind turbines over the coming decades.

The wind speed and average temperature expected in the future will not have a sig-

nificant impact on production.

“We have not found a place in Canada where there would be an increase or a decrease in production. On the other hand, in terms of frost events, there are certain places where there is a decrease in frost. In cold climates, frost is a financial loss for wind farm operators. Regions near the oceans will experience a somewhat shorter frost period. It will have an impact on the maintenance of the wind turbines,” says the researcher who adds that this will not increase production.

“We aim to help the entire wind power industry throughout the sector. We want to make sure that these people have as much information as possible in hand to plan properly and ensure the reliability of their technologies. We also want decision makers to be able to better measure the risks associated with climate change,” says Ms. Clément.

Gaspesian Tourism records continue to improve

NELSON SERGERIE

MONT-JOLI - Tourisme Gaspésie set two records in 2022-2023: The Gaspé Peninsula recorded 856,024 visitors, resulting in economic spinoffs of \$477 million.

These are respective increases of 9.8% and 14.1% over the year 2021 when the organization recorded 779,383 visitors which amounted to \$418 million in spinoffs.

“We probably had even more visitors to the Gaspé because we are not able to calculate it other than by the concrete overnight stays in recognized accommodations. We know very well that there are many family-friendly-type visitors. We are very happy with the results. We are better than 2019, which was a very good reference year,” notes Tourisme Gaspésie general manager, Joëlle Ross.



Photo: Tourisme Gaspésie, Dylan Page

Record breaking attendance records continue in the Gaspé Peninsula.

recorded a slight decrease of 0.2% but overnight stays in accommodation establishments experienced a gain of 1% for an average of 61.2%.

August was the best month with an occupancy rate of 84.9%, followed by July at 80.4%.

Note the strong growth at the start of the season with 13% in April (36.3%) and 8.6% in May (39.5%).

The winter tourism season, from November 2022 to March 2023, made a spectacular jump of 17.7% for a total of 211,181 visitors, leaving \$104.4 million in the regional economy, an increase of 20.8%.

All the winter months show an increase in the occupancy rate, in particular January with a gain of 7.4%. For the winter tourism season, the occupancy rate was 39.6%, up 4.4%. “We are very, very happy and I think our businesses are too,” says Ms. Ross.

The labour shortage is a challenge to the tourism industry. Some establishments had to close their doors on certain days.

“People made the decision to close certain days in order to better serve customers with a full staff. You have to adapt. Of course, for the visitor, it can be frustrating,” says the director.

In the past year, \$1 million has been injected into advertising and marketing to promote the Gaspé Peninsula.

To keep up the pace, Tourisme Gaspésie created a 2022-2026 strategic plan, but the rapid changes in the industry are leading to new thinking and possible modifications to the plan.

“We try to adapt and adapt our tools as we go along. We are reworking our plan to adapt to sustainable tourism. We will present the planning in the fall to our companies,” says Ms. Ross.

A tourism development structure was established at Tourisme Gaspésie with the hiring of a director and a coordinator. A third person will be added to the team.

Funds are available for entrepreneurs who have projects to develop.

“We offer grants for specific projects. We now have three project submissions per

year. We are there to help them in the various partnership agreements that we manage with the Ministry of Tourism,” says the director.

The Créneau d’excellence en récréotourisme funded \$400,000 in projects and \$455,000 in grants.

Following the annual general meeting held on May 25, the board now consists of Mr. Antoine Bazinet-Duquet of Griffon aventure in Gaspé who retained the presidency; vice president Rémi Plourde of Île-Bonaventure-et-du-Rocher-Percé National Park; Treasurer Edith Ouelette of the Matamajaw Fishing Heritage Site; Secretary Olivier Côté Vaillancourt of Mont-Saint-Joseph Regional Park; Yan Lévesque of the Distillerie Mitis; Carl Pelletier of the Couleur Chocolat, Écomusée du chocolatier; Aurélie Russell-Burnett of Manoir des Sapins; and Elodie Brideau of Cime Aventures.

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Théâtre de la Vieille Forge in Petite-Vallée hit by exploding costs

NELSON SERGERIE

GRANDE-VALLÉE - It will take almost an additional \$6 million to build the new Théâtre de la vieille forge in Petite-Vallée. The cost for the new theatre is now estimated at \$19.6 million.

Post-pandemic inflation and skyrocketing interest rates in the past year have caused construction costs to skyrocket, from an estimated \$14 million in 2021.

"All projects exceed (estimates). We are no exception. We can't go back and we can't move forward, except with the government helping us, especially at this stage. We need it, the region needs it. We have done a great deal by keeping the institution alive in transitional infrastructures. The transition is already taking a long time. We must launch the project so that in 2025, we will

have a place for our culture," says the general and artistic director of the Festival en chanson de Petite-Vallée, Alan Côté.

"We have to go ahead. The government must support us. We are going to tell them that we are confident that they are investing in a beautiful project which is not a sinking boat, which has a long life expectancy, which is a driving force for the community," adds Mr. Côté.

When questioned about the possibility that the governments would not advance further, Alan Côté refuses to think about it. "They're going to lengthen (fund) it. It can't be. No," says Mr. Côté confidently. "The only way to get out of it quickly is by government decree," says the director.

Plans for the new theatre have been revised a few times since the August 15, 2017, fire. According to a first draft esti-



Photo: Village en Chanson de Petite-Vallée

The look of the new theatre to be built in Petite-Vallée

dated in the fall of 2017, a new theatre would cost \$4.8 million. As the project was close to \$5 million, Quebec demanded a competition and after functional and technical studies, the project went to \$14 million in 2021. Quebec then granted \$9.8 million and Ottawa a little more than \$3 million, in addition to a fundraising campaign of \$1.7 million.

If the governments are still willing to invest, the construction of the new theatre could begin at the end of the summer and be open to the public by December 2024.

The first 107-metre wind turbine blades have left Gaspé

NELSON SERGERIE

GASPÉ - On June 2, the first 107-metre blades produced in the Americas took to the sea from the Port of Sandy Beach in Gaspé. The blades are destined for Boston, on the east coast of the United States.

The blades were transported from the LM Wind Power plant in the Augustines Industrial Park to the Port of Sandy Beach via the new Industrial Road, a spectacular feat which began on May 9. The six blades were then loaded onto the Rolldock Sky vessel.

Each blade weighs 60 tons and with the equipment used to hold them in place during the trip, a total of 100 tons are transferred to the ship for a total cargo of 600 tons.

The vessel built in 2016 sails under the Dutch flag and arrived in Gaspé late in the afternoon on May 29 after a nine-day trip from Rotterdam in the Netherlands.

The gross tonnage of the ship is 12,802 tons or 12,802,000 cubic feet and it measures 141 metres in length by 24 metres in width.

On board, the six blades take up practically the entire length of the three-storey deck surface.

Once in Boston, the blades will be transferred 50 kilometres south of Cape Cod Peninsula to New Bedford, where the largest commercial offshore wind farm in the United States is under construction.

When completed, this wind farm will contain 62 wind turbines and will produce 800 megawatts of electricity, enough energy to supply the electricity needs of more than 400,000 homes and businesses in Massachusetts.

The project will also prevent the emission of more than 1.6 million tonnes of CO2 per year, which is the equivalent of 325,000 traffic vehicles.

Construction of the Vineyard Wind park began in 2021

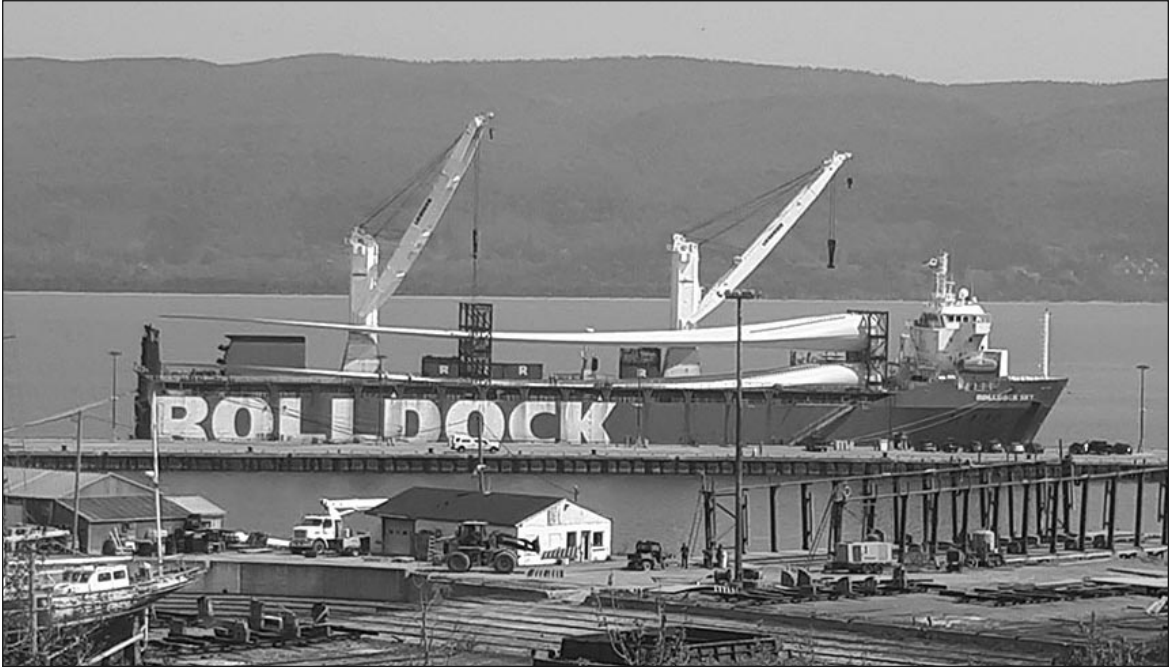


Photo: N. Sergerie

Netherland's Rolldock Sky will transport the 107-metre blades from Gaspé to Boston.

and is expected to be operating in 2024.

The Gaspé blades used for this wind farm are of the Haliade-X model and can generate power up to 13 megawatts and are the most powerful to date.

Each of them saves 52,000 tons of CO2 per year and a single rotation can supply a household for more than two days.

The construction of this wind farm, which is owned by Iberdrola, will cost \$3 billion and the purchase of energy is guaranteed by the three main electricity distributors in the State of Massachusetts. Iberdrola already owns a 1,200 megawatt wind farm in Massachusetts, as well as wind farms that generate 804 megawatts in Connecticut and 2,500 megawatts off the coast of North Carolina.

The company plans to build a total of 5,000 megawatts of offshore capacity on the east coast of the United States.

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The region must get angry, argues Régis Labeaume

NELSON SERGERIE

GRANDE-VALLÉE - The former mayor of Quebec City believes that the region must assert itself and make demands on the governments in order to obtain its fair share of public funds.

Visiting the Gaspé Peninsula for the second time in two weeks, Régis Labeaume was quick to share his thoughts, particularly on air transport.

Recognizing that the Gaspé Peninsula knows how to sell itself in terms of tourism, the retired politician gets angry when he talks about the travel route he had to undertake.

From May 19 to 21, Mr. Labeaume was visiting the region for the International Journalism Festival in Carleton-sur-Mer. He planned on returning to Quebec City by plane on May 22.

"It's revolting. I went to Carleton and arrived by plane. The festival ended on Sunday evening. I had to spend Monday waiting and catch a flight at 6 p.m. The day before, they tell us that the flight will be at 10 p.m. It can't be," says the animated former politician who in the end returned to Quebec City by car.

"You can't be effective when you don't know what's going to happen with mobility. It makes no sense, no sense at all," he insists.

According to Mr. Labeaume, the solution lies with the government when it comes to regional mobility. In his eyes, it seems obvious that the private sector is not able to do the job.

"When you think that with Quebecair, we were well



Photo: N. Sergerie

The former mayor of Quebec City, Régis Labeaume.

served and that 30 to 40 years later, it's crap. You can't last like this. How can you have economic development when the person who wants to invest in you (the Gaspé) is not able to show up on time and take the plane back home?" adds Mr. Labeaume.

The situation has been bad for the last five years, he believes. "What is extraordinary is that we are in 2023 and it is getting even worse," he says angrily.

"I am ready as a Quebec taxpayer to pay for you (the Gaspé region) so that you have decent regional transportation," says Mr. Labeaume.

The ex-mayor believes that the Gaspé Peninsula is already an attractive destination and when it comes to the tourism industry, the region already excels. He also thinks it's necessary to further other types of development in the region.

"Now you have to sell it as a living environment, as a way

of life, because companies go where there are people. If you don't have humans, you won't have investments. If you have no investments, you will have less public revenue, and fewer services. It's a vicious circle," states the former politician.

"People are ready to change their way of life. Where are they going to go? It's up to the Gaspé Peninsula to swarm," he advises. The Gaspé Peninsula's landscapes and the quality of life without traffic jams are huge selling factors when attracting these newcomers looking for a change in their way of life. Mr. Labeaume also cites the fact that in general, citizens have a family doctor (on the Gaspé), which is often not the case in large centres.

When it comes to regional demands, Régis Labeaume has only one message: "Get angry! I say to the people of the region get angry. Politicians, that's all they hear. Get angry," he concludes.

PASCAN:
Cont'd from page 3

has increased its bill by 30% in the midst of a pandemic. Pilot salaries have increased. The regulations have increased the hours of rest. For the same schedules, it takes 30% more pilots. Not to mention that interest rates have gone up. In a free market, a minimum of 30% increase in airfares would be needed," he further explains.

He hopes that the standing committee formed over the winter to improve regional air services, services which have deteriorated since the entry into force on June 1, 2022, of

the Quebec Regional Air Transport Plan, will lead to "support of certain fees by the different levels of government. We cannot do everything. It is not possible."

Yani Gagnon is not a big fan of \$500 tickets, like many citizens of the rural regions, who have realized that they mainly benefit tourists, rather than constituting a real inter-regional mobility policy.

"This is not a subsidy to airlines. It is a subsidy to certain users. In many cases, we could have sold these tickets at the regular price. The problem lies in the fact that these are often tickets sold during the tourist season when there

are few available tickets," says Yani Gagnon.

Reaction

Meanwhile, the mayor of Bonaventure, Roch Audet, deplores the lack of communication on the part of Pascan Aviation with regard to schedule changes affecting the airport in his town.

"The consumer is quite mixed up with all these changes! Airplanes have become like the opening of restaurants since the pandemic. We are never sure what we are to have as a service. They (Pascan managers) don't communicate. We would have liked them to announce to us:

Reflections

by

Diane Skinner Flowers

IMAGINE

*Imagine there's no countries.
It isn't hard to do.
Nothing to kill or die for
And no religion too.*

Just last week on one of the glorious sunshine-filled days a reminder came my way that I welcomed. I was speaking to a lady who owns a small boutique-style shop that offers unique items such as semi-precious stones, essential oils, gaspeite jewellery, incense and agates from Mont Lyall. The items she sells tell you a bit about her connection to the earth. She embodies the "hippie" philosophy of the 60s. Hippies advocated nonviolence and love. They wore unconventional clothing, typically having long hair and along with that a rejection of conventional values. They were sometimes referred to as flower children. They promoted openness as a reaction to the stricter rules in mainstream society.

I say "they" but many of the people reading this Reflections column today lived in those days and remember them well. Hippies were largely from the baby boom generation, those born following the Second World War when there was a big increase in the birth rate.

Hippies expressed alienation from the middle-class and conventional society which they felt was too materialistic. They developed their unique sense of style: long hair (both men and women), casual dress, psychedelic colours and tie-dye shirts, sandals, beads, granny dresses, blue jeans and drugs. Describing the hippie movement sounds idealistic – who doesn't want peace, not war? However, the 60s had a dark side too: runaways, drug overdoses, people dropping out to "tune in", dirty feet.

Hippies promoted non-violence. Remember John Lennon's anthem to peace: the song, Imagine? They sang about the Age of Aquarius, a time of peace and harmony. Many dabbled in Eastern religions such as Buddhism and Hinduism. They were searching for a new way of life and in doing so influenced much of society: music, clothing, hair, vegetarianism and more relaxed attitudes toward sex. The world looked and sounded a little different even after the waning of the hippie movement by the mid-1970s.

Much of what they promoted is idealistic and anti-war but sounds so perfect to address the times we live in now. *War! What is it good for? Absolutely nothing!* by Edwin Starr (1970), *Mother Nature's Son* by the Beatles (1968) and *Eve of Destruction* by Barry McGuire (1965). Music hath the power to change minds or, at the very least, to enlighten.

On a sunny morning just last week, the owner of that store, which some refer to as the hippie store, reminded us as we left, "Take in the sun today, appreciate Mother Nature and all that she offers." As we turned to go, she reminded us, "Oh, and be kind to all you meet."

If that is a hippie view of the world, it might be just what we need in these challenging times. Peace.



"Here are the new services." We have the impression that we (people from the region) have to promote Pascan. They do not develop the service themselves," says Mr. Audet.

He will contact the man-

agement of Pascan about the loss of the direct link between Bonaventure and Quebec City but he admits that "it is not in my priorities. I no longer have any weight in that situation," he concludes.

Announcements



In Memory



BILLINGSLEY: Constance

In loving memory of our dear mother who passed away two years ago on June 11, 2021.
*If roses grow in heaven,
Lord please pick a bunch for me,
Place them in my mother's arms
and tell her they're from me.
Tell her I love her and miss her,
and when she turns to smile,*

*place a kiss upon her cheek
and hold her for awhile.
Because remembering her is easy,
I do it every day,
but there's an ache within my heart
that will never go away.
Loving and missing you! Your family.*

GILKER: Evelyn
August 23, 1908 - June 8, 1983
*In my heart your memory lingers
Sweetly tender, fond and true
There is not a day dear Mum
That I do not think of you
Forever in my heart*
It has been 40 years since we lost you. Son Ray.



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Announcement Prices

<i>Obituary and Wedding</i>	➡	\$40 (picture + \$5)
Up to 300 words. If it is more, we will give you a quote.		
<i>All other Announcements</i>	➡	\$30 (picture + \$5)
Up to 20 lines. If it is more, we will give you a quote.		
Deadline: Wednesday at 4 p.m. to appear in following week's issue.		

COAST ROUND-UP

COAST ROUND-UP: \$5 per week
CLASSIFIED: \$6 per week

COAST ROUND-UP

GASPE:
Women's Institute
The Gaspé County Women's Institute will be holding its Annual County Fair on September 9, 2023 at York River Community Hall. If you wish to participate, please contact Bonita Annett to register and receive the program. The cost is \$15 to register. Email gaspe22@gmail.com or call 418-368-3453. The last date to register is June 30, 2023.

GASPÉ:
Cancer Foundation
All new membership and renewals, \$15 per person or \$25 per couple, can be sent to Gaspé Cancer Foundation, P.O. Box 6078, Gaspé,

Quebec G4X 2M6, or by e-transfer to gaspe45@hotmail.com. Please include your name, address, phone number and email address. For more information, please contact Tony Patterson at 418-368-3276; Beatrice Coffin at 418-368-1566 or Patricia Ste. Croix at 418-649-3779.

PORT DANIEL:
St. James Anglican Church
July 6: Gift bingo beginning at 7 p.m. at the Shigawake Community Centre. \$10 for one series or \$20 for three series. Canteen service available.

PORT DANIEL:
Three Star Golden Age Club
Tuesdays: Pétanque from 7 p.m. to 9 p.m. every

Tuesday evening to have fun and learn a new game. Cost is \$3.

HOPE:
Hope Baptist Church
Sundays: Sunday School starting at 10 a.m. Worship service beginning at 11 a.m.

NEW CARLISLE:
Funeral Association
June 18: The New Carlisle Funeral Association will be having a Father's Day Brunch at the New Carlisle Chalet from 10 a.m. to 2 p.m. Adults \$15, children ten and under \$10. Hope to see you all there.

NEW CARLISLE:
Royal Canadian Legion Branch #64
Please be advised that Legion memberships are available for \$45. Returning

and new members welcome.
Thursdays: Open from 5 p.m. to 7 p.m.
Fridays: Darts beginning at 6:30 p.m.
Saturdays: Open at 2 p.m. Everyone welcome!
July 4: General meeting at 7 p.m. at 1 Mount Sorrel, New Carlisle.

NEW CARLISLE:
Bible Chapel Meetings
Sundays: 9:30 a.m. Breaking of Bread for believers. 2 p.m. Gospel meeting and Sunday School.
Thursdays: 7 p.m. Prayer Meeting and Bible Study. Everyone welcome! For more information: 418-752-3372 or 418-752-6011.

CASCAPEDIA-ST-JULES:
Book Room
The book room is now

open. Anyone who needs assistance can contact Kathleen at 418-392-4896.

UNITED CHURCH
NEW RICHMOND
Sunday, June 11
10 a.m. Service

UNITED CHURCH
HOPE TOWN
Sunday, June 11
10 a.m. Service

ANGLICAN CHURCH OF CANADA
Sunday, June 11
NEW CARLISLE
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HOPE TOWN
9 a.m. Holy Eucharist
SHIGAWAKE
11 a.m. Holy Eucharist

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They're back! Ruby-throated hummingbirds

DIANE SKINNER

Hummingbirds are the sweetest tiny bird and having a feeder in your backyard or attached to a window will give you many hours of viewing pleasure. The only species of hummingbird found on the Gaspé is the ruby-throated hummingbird. Its name comes from the male's bright red throat. The female and young birds have white throats.

Hummingbirds are closely related to swifts and their average weight is 0.1 to 0.2 ounces (3 to 6 grams) and their length is about 2 to 4 inches. (5–10 cm). Although they weigh very little, they are hardy enough to survive travelling hundreds and even thousands of kilometres.

These darling little creatures are long-distance travellers. They migrate each fall to the warmth of South America and they fly nonstop across the Gulf of Mexico. Sadly, only the hardiest survive and many perish on the journey going south and returning home. They arrive in the Montreal area



The ruby-throated hummingbird has returned to the Gaspé, so get your feeders ready and plant some hummingbird-friendly flowers for this tiny bird with the long, skinny beak.

Photo: Elaine Clouter

around the end of April and in the Gaspé a few weeks after that. You will spot the males first since they leave their wintering grounds before the females in order to claim their territory.

They usually return and depart each year at about the same time so jot the dates down when you spot them for next year so that you have your feeders ready to put up. Most hummingbirds depart from the

Gaspé about the third or fourth week of September. They have a long, long trip ahead of them. Hummingbirds can be seen in most of southern Quebec, including the Gaspé Peninsula. If you put out a feeder it is very likely that you will have some visits from the ruby-throated hummingbird. Generally, they like feeders that are not too close to the house so place the feeder more than 1 metre away. Hummingbirds prefer the

openstyle feeder and will become very territorial when they learn where it is. If they are feeding, they will chase other birds away. Why not put up two feeders? Place these far apart and that way two hummingbirds will feed at the same time, one on each feeder.

What flowers attract hummingbirds?

In general, hummingbirds prefer flowers that have lots of nectar, tubular-shaped flowers that suit the hummingbirds long and skinny beaks (bees and butterflies cannot access these flowers). The colours red, pink, yellow and orange and flowers which are native to our region. These include lupines, bleeding hearts, petunias, zinnias, columbine and trumpet creeper.

Hummingbird Nectar

You can make your own nectar for your feeder or you can buy it premade. Some kinds are in powder form, and you just need to add water. 4 parts water (Start with 1 cup

1 part white sugar (2 ounces sugar)

Place the water in a pot and bring it to a boil. Remove from heat and add sugar. Stir until fully dissolved. If you make extra, it will last in the fridge for up to two weeks.

No need to get fancy with ingredients. Do not use brown sugar, honey, or any sugar substitute.

Once you make your solution, change it about every week to 10 days. If you do not, the birds may stop coming. They like a fresh solution. When you add the liquid, fill your feeder to the halfway point. This is because in warm weather the solution will expand and burst out. Every time you change the solution, bring the feeder inside and wash it thoroughly with warm water. This will discourage wasps who could be attracted by the sugary liquid.

Try exploring eBIRD, a database where people upload their bird observations. You can refer to this site to see when the hummingbirds (and many other species of birds) return to the area.



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