## Plain \& Valley

Flaman Group of Companies, PotashCorp also honored at ABEX Awards: Tyler Boyd named Young Entrepreneur of the Year

Tyler Boyd was honored with one of Saskatchewan's most prestigious business awards when he was present ed with the Young Entrepreneur of the Year Award at the Saskatchewan Chamber of Commerce ABEX Awards in Regina Oct. 20.
The Young Entrepreneur of the Year Award is presented to an entrepreneur between the ages of 18 and 35 who has achieved success in the startup and operation of a new or existing business
Boyd Excavating began in Moosomin in November 2006 with a single excavator and Tyler Boyd as the lone employee.
The company grew quickly. In 2010, Boyd Excavating opened its Regina location, and now the company does the majority of its work from the Regina location.
Boyd Excavating works in excavating, sewer and water trucking, sand and gravel and directional drilling.
Boyd says he was honored to be a finalist for the ABEX awards, and even more honored to be named the winner
"It's definitely quite an honor," he said. "They make it an individual award, but it should be more of a group award. My business wouldn't have grown the way it has without some good employees, that's for sure.
The awards committee looks at everything from business growth to client satisfaction to suppliers to the company's short term and long term goals, client list, and financial situation.
Boyd says he never thought when he started his business that he would grow this quickly.
"It was November of 2006 when I started with one excavator, and we've been up to 32 excavators. Right now we have about 80 pieces of equipment. When I started it was just me. Now we're creeping up on 90 employees.
The company is now mostly based out of Regina, but does business across the province, with projects from Ni pawin to North Battleford to Swift Current. About 15 per cent of the company's business is in Moosomin and area.

The company keeps expanding its services.
"We do everything from sewer and water to basements, we have a gravel crusher going, we do lots of demolition In Regina, we're a city approved contractor for sewer and water-we're one of only about five. Sewer and water is a big part of what we do.
"Eight weeks ago we started doing directional drilling, pulling conduit for fibre optic. We started eight weeks ago, and we've already bought our second drill."
He says an important part of his growth has been mak ing sure he is always accessible to clients. "Very seldom are people not able to get ahold of me on my cell phone," he said. "I'm very accessible.
He also credits the Wall government for creating an environment in which business can grow.
Our company is a testament of what you get with a great economy, positive government and great employees," he said. "I give the credit to Brad Wall. He set the stage for me. When you're in this economy it makes a big difference. Without this economy you could never do it."
Boyd said he wants to continue to grow his company but with more planning for growth.

We've experienced uncontrolled growth," he said. "In the last year and a half everything has come togetherbefore that, there were a lot of growing pains. We want to


The Saskatchewan Business Hall of Fame Inductee was awarded to PotashCorp. On the left is Bill Johnson, Pot ashCorp Senior Director of Public Affairs, Denita Stann PotashCorp Vice-President of investor and public relations, and Eric Dillon of Conexus CU.


The Young Entrepreneur Award went to Tyler Boyd of Boyd Excavating. In the photo from left to right are: Cpl. Marianne Coulibaly, Tyler Boyd, Tim Gitzel (President and CEO of Cameco Corp.), and Cpl. Dan Toppings (who some may remember as a former rec director for Moosomin).
keep growing, but in a more controlled manner
"We do want to add another branch or two. We have definitely been asked by some of our clients to go to othe areas and do some work there. We do want to possibly add another branch in the near future in another large centre, and there is another company that we are plan ning to take over. I imagine by spring we will be at 120 130 employees
"In 2014 we do plan on building a new shop and quite a big yard. We have a lot of work out of Regina now, and there s lots of work in the southeast the Moosomin branch will be doing.
"We'd also like to diversify with the gravel crushing and the directional drilling.
He said that, while it has grown, Boyd's Excavating wants to continue to have a presence in Moosomin.
"We do feel sometimes people think we have forgotten about Moosomin-they figure we're too busy or too big for their projects.
"We do care, and we take it personally when we don' get invited to bid on a local project. Just because we have bigger dreams and aspirations doesn't mean that we've forgotten where we started. We do a lot of business in Moosomin for our Regina branch. We do as much business in Moosomin as we can."


The marketing award was presented to Flaman Group Companies. From left to right is: Cpl. Marianne Coulibaly Flaman Marketing Project Manager Jennifer Thompson, Flaman Vice-President of Marketing and Comunications Steve Whittington, KPMG partner Stuart Pollon, and Cpl Dan Toppings.

## PotashCorp named to

Sask. Business Hall of Fame
Potash Corporation of Saskatchewan has been named to the Saskatchewan Business Hall of Fame. The Hall of Fame was established in 1990 to recognize cornerstone businesses which have demonstrated excellence over an extended period of time, contributing to the economic well-being of the people and the province.

Potash Corporation of Saskatchewan was created as a Crown Corporation in 1975 and was privatized in 1989. Since that time, it has grown to become one of the world's largest fertilizer companies, with a current market capitalization in excess of $\$ 40$ billion. The company plays an integral role in global food production, and its products will play an even more important role in feeding the world in the future
Recognizing this, PotashCorp has committed to an \$8.2 billion expansion of its potash operations, driving employment and growth in the Saskatchewan economy Bill Johnson, Senior Director of Public Affairs with PotashCorp, says the company is pleased to be recognized by the Saskatchewan Chamber of Commerce
"We were extremely honored to be recognized in this way," he said. "We have a long history in the province, and for an organization like the Saskatchewan Chamber of Commerce to recognize us is very significant for us."
He noted that PotashCorp has moved into the spotlight over the last few years. "For a lot of years our company operated almost under the radar, even in Saskatchewan. "With the emergence of agriculture and outside events people really have come to appreciate the significance of PotashCorp and the potash industry.

Anyone who lives close to our facilities knows the importance of PotashCorp not only to the local economy but to the provincial economy.
"When you see the impact of 1,500 contractors going to work every day, you see the difference that makes.
He said PotashCorp has grown to be a global player in fertilizer markets, but is still rooted in Saskatchewan.
"We're a global company but Saskatchewan is unquestionably the centre of our operations. The communities where we work and live are the lifeblood of our company. We rely on our plant communities to sustain us and as a result we try to give back to those communities. We donate one per cent of our profits back to the communities where we work and live."

Continued on page19
model year end event
2012 Chev Sonic LT 5－Dr
1.8 L 4 CyI 6 Spd Auto，Air Cruise，Tit，PW，PL，BlueTooth，CD Player，Remote
Start，Roadside Assistance， 5 －Year $160,000 \mathrm{~km}$ Warranty，Black


2012 Chevrolet Orlando 2LT
\＄145 BI－WEEKLY－TAX INCLUDED！
COMPACT－ 7 PASSENGER
 Remote Start，Bluetooth，XM Radio，OnStar， 6.7 LL 100 kms ，Fuel Efficiency， 5 ．year 160,000
km Powertrain Waranty．Roadside Assis km Powertran Warranty
tance，Black Granite

MSRP：\＄28，545 Year End Event

BEST PRICE
\＄22，505


MODEL YEAR END EVENT
SAVE OVER \＄16，000 2012 GMC Sierra Nevada Edition Crew 4 WD 4．8 L．WT，Flex Fuel， 4 Spd Auto，Skid Plate，Pkg，Chrome Wheels，Bluetooth，Power Windows $\&$ Locks，Keyless Entry，Trailer Pagg，Locking Diff，Roadside Assistance，Steath Grey Metallic，5－year ：
$160,000 \mathrm{~km}$ Powertrain Warranty $160,000 \mathrm{~km}$ Powetrain Waranty


MODEL YEAR END EVENT
2012 Chev Equinox 2LT AWD
3.0 L V6， 6 －Spd Automatic，Heated Leather Seats，Air，Cruise，Tilt，PW，PL， BlueTooth，Rearview Camera，Pioneer Stereo，5－Year Powertrain Warranty Roadside Assistance，Twilight Blue．

MSRP：\＄37，800
Year End Event


MODEL YEAR END EVENT
SAVE OVER \＄11，000 2012 Buick Enclave CXL AWD


MODEL YEAR END EVENT
SAVE OVER \＄19，000 2012 Chev 2500 ITZ Crew Cab $4 \times 4$ 6．6L Duramax，6－Spd Auto，Navigation，Heated Leather Seats，Sunroof，Blue Too
Bose Stereo，Z71，Ultrasonic Parking，5－Year Powertrain Warranty，Roadside Bose Stereo，Z71，Ultrasonic Parking，5－Year Powertrain Warranty，Roadside
Assistance，Red． Assistance，Red．


MODEL YEAR END EVENT
2012 Chevrolet Silverado 1500 Reg Cab
4．3 L M MF V VG，4 Spd Auto Tansmission，Crise，AC，Convenience Prg．Power Door Locks 8 Windows．Kevless Enty， 5.5 vear $160,000 \mathrm{~km}$ Powetrain Waranty，Roadside
Assistance，Mocha Sieel Metallic

MODEL YEAR END EVENT
SAVE OVER \＄17，000
2012 Chev 1500 Silverado Crew Cheyenne Edition 4x4
4.8 L LV， 4 Spd，Automaic，Air Cruise，Tit，PW，PL．Chrome Package，Trailer Pack



MODEL YEAR END EVENT
SAVE OVER \＄15，000
2012 GMC Sierra SLE EXT 4x4
locks \＆windows，Keyless Entry， 5 －year $160,000 \mathrm{~km}$ Powertrain Warranty，Roadside
lor Assistance，Mocha Steel Meetlica

model year end event
SAVE OVER \＄17，000
2012 Chevrolet Avalanche LT 4x4
Ext Pkg，Trailer Pkg．Loaded．Cloth， 5 －year $160,000 \mathrm{~km}$ Powertrain Warranty，Roadside Assis Ext Pkg，Trailer Pkg．Loaded，Cloth， 5 －year $160,000 \mathrm{~km}$ Powertrain Warranty，Roadside Assis
tance，Black


> MODEL YEAR END EVENT

SAVE OVER \＄11，000 2012 GMC Acadia SLT AWD


BEST PRICE \＄42，934


## model year end event

SAVE OVER \＄19，000
2012 Chev Silverado 2500 LIZ Crew Cab GFX Ultimate Paclage



MODEL YEAR END EVENT
2012 Chev Cruze LT Sedan
1．4 L 4 Cyl Turbo，6－Spd Auto，Air，Cruise，Tilt，PW，PL，CD Player，Remote Start， $16^{\prime \prime}$ Aluminum Wheels， 5 －Year Powertrain Warranty，Roadside Assistance， MSRP：\＄23，170
Year End Event
$-\$ 2,290$
BEST PRICE
M20，880

model year end event
2012 Chev Orlando LTZ
2．4 L， 6 Spd Automatic，Heated Leather Seats，Ultrasonic Rear Parking，Air，Cruise，
Tilt，PW，PL，5－Year Powertrain，Roadside Assistance，7－Passenger，18＂Aluminum Wheels，Remote Start，CD Player，White

MSRP：\＄31，015
Year End Event


MODEL YEAR END EVENT
2012 Chev Camaro 1LT Coupe
3.6 L，V6，6－Spd Manual，Air，Cruise，Tilt，PW，PL，Rally Sport Package，20＂Alumi

3．6 L，V6，6－Spd Manual，Air，Cruise，Tilt，PW，PL，Rally Sport Pac
num Wheels，BlueTooth，5－Year Powertrain，Roadside Assistance．


MODEL YEAR END EVENT
SAVE OVER \＄11，000
2012 GMC Acadia SLT AWD
 Cruise，Tilt，PW，PL，Pwr．Seat，Remote Start，5－Year Powertrain Warranty，Roadside MSRP：

MSRP： $\mathbf{\$ 2 2 , 4 3 0}$ Year End Event

BEST PRICE
\＄40，992


MODEL YEAR END EVENT
SAVE OVER \＄18，000
2012 Chev 1500 LTZ Crew Cah $4 \times 4$ Ultimate GFX Package 5．3 L V8，6－Spd Auto，Heated \＆Cooled Leather Seats，Navigation，Sunroof，Bose Stereo， Remote Start，20＂Chrome Wheels，BlueTooth，Trailer Pkg，5－Year Powertrain Warranty， MSRP：\＄62，055 Year End Event

\＄43，057
CASH Fer CLUNKERS米蝶施

米污粐


sit ouw win piswis WWWw－bradleygmicom

## Stowe Family Benefit Game: <br> Rocanville Tigers host Elkhorn/Miniota for benefit game on Sat, Nov. 3.



Randy Stowe performs the ceremonial puck drop while his mother, Erin, brother Tyler and sisters McKenzie and Abby look on.

The Rocanville Tigers and the Elkhorn/Miniota C-Hawks faced off on Saturday, Nov. 3 to raise
money for the family of money for the family of David Stowe, who recently passed away.
There were around 250 people at the Rocanville Skating Rink for the game, the second benefit game for the family the two teams have played. Spectators donated money at the door, and there was a $50 / 50$ draw and silent auction-all proceeds are to be given to the family. Gail Goodman, a main organizer of the benefit, said that it was so nice to see everyone out to support the family.
port "It was really an exceptional crowd and show of support," she said.

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Tigers and C-Hawks representatives, Les Reagh and Curtis Gardham shake hands with the Stowes.


Elkhorn/Miniota goalie Ben Fouillard makes a stretching save during first period action.



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## Premier outlines growth plan

by Kevin Weedmark Saskatchewan Premier Brad Wall, in a speech to the Saskatoon Chamber of Commerce last week, has set out a "Saskatchewan Plan for Growth," setting a goal of 1.2 million people living in Saskatchewan by 2020, and outlining his government's roadmap for getting there, and emphasizing that improved quality of life in Saskatchewan is the purpose of growth.
"Over the past five years, Saskatchewan people have seen the benefits of a growing province-more jobs, more opportunities and more revenue to deal with the challenges of growth," Wall told the Chamber of Commerce.
"Those benefits are why we seek growth - so we can improve our health system and shorten surgical wait times, so we can do more for the most vulnerable people in our province, so people in our province, so
we can balance the budget and pay down debt, so we and pay down debt, so we
can have more career opcan have more career op-
portunities for our young people.
"That's why growth is important and why we want it to continue."
Wall said the six core activities the government can undertake to foster continued growth are:

- Investing in infrastruc-
ture; $\quad$ Developing a skilled workforce;
- Ensuring competitiveness;
$\stackrel{\text { ness; }}{\bullet}$ Increasing export trade; ince's natural resource strengths through innovastrengths through innova-
tion; and
- Maintaining sound fiscal management
Wall said the
Wall said the govern-
ment will invest at least $\$ 2.5$ billion in infrastructure over the next three provincial budgets.
"This is on top of the $\$ 50$ million announced earlier this month for a number of priority highway projects," Wall said. "This further $\$ 150$ million will be used to establish the new SaskBuilds Fund and will leverage hundreds of millions of dollars more through financing innovation like public-private partnerships."
SaskBuilds is a new government organization designed to drive innovation in infrastructure financing, design and delivery.
"This new funding will be used to develop partnerships with other levels of government and the private sector," Wall said. "Our government will work with Saskatchewan municipalities to develop a municipal infrastructure program funded through SaskBuilds. When used as a base for P3s, this initial $\$ 150$ million will leverage

In Saskatchewan straddling fences. With so much barbed wire, you have to be on one side or the other.'
-Steve McLellan,
Saskatchewan Chamber of Commerce
hundreds of millions more for SaskBuilds infrastructure projects".
Wall said the $\$ 150$ million commitment to SaskBuilds will leave just over $\$ 500$ million in the Growth and Financial Security Fund (GFSF) to manage any unforeseen events that affect the province's finances. "The foundation of

The foundation of our
growth plan will continue to be sound financial management, balanced budgets agement, balanced budgets
and debt reduction," Wall and debt reduction, wall said. "Our government will work to maintain a target amount of $\$ 500$ million in the GFSF, with any excess amount used to invest in infrastructure and reduce debt."
The Saskatchewan Plan for Growth sets a goal of reducing the debt by another $\$ 400$ million by 2017, which means the debt will have been cut in half - from $\$ 6.8$ billion to $\$ 3.4$ billion - in the 10 years since the current government took office in 2007.
Wall also announced the Saskatchewan Heritage Initiative, to be headed by former University of Sasformer University of Saskatchewan President Peter
MacKinnon. MacKinnon will identify options and will identify options and provide advice on how to best utilize Saskatchewan's non-renewable resource revenue once the province's ebt has been retired.
"The most lasting legacy we can leave our children
and grandchildren is a debtfree province," Wall said. "Once that is achieved, we sure that our resource revenues continue to benefit future generations. I can't think of a better person than Peter MacKinnon to han Peter MacKinnon to

Continued on page 8 rss


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less steel appliances, garberator, wine cooler, walk-in pantry. Large dining less steel appliances, garberator, wine cooler, walk-in pantry. Large dining
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## Manitoba to move forward on rebuilding PTH 83 <br> The portion of PTH 83 north of

Russell that was closed in July beRussell that was closed in July because of a landslide can now be rebuilt as engineers have determined the ground appears to have stabilized, Infrastructure and Transportation Minister Steve Ashton announced today.
"Truckers, farmers and motorists who have been required to take the detour around this washed-out highway will soon be able to return o their accustomed routes," Ashton said. "They will be able to get to their destinations faster and more efficiently and travel will return to
normal for area residents."
The minister noted Manitoba InThe minister noted Manitoba Infrastructure and Transportation crews have carefully monitored the
damaged highway and surrounding damaged highway and surrounding land. Ground movement over the past several months has been minimal so crews will soon be able to continue the rebuilding of this portion of PTH 83 that was torn apart by the July landslide, said Ashton.
The reconstructed portion of the road, less than a kilometre in length, will initially be a two-lane, gravel surface able to carry all traffic, including heavy trucks, over the winter.

It is anticipated the project will be fendered in the next few weeks and once work starts, the construction will take approximately a month. Provincial experts will monitor the new portion of the roadway during the winter and next spring and a further engineering analysis will be used to determine the next steps in the rebuilding process, Ashton said. The latest information on lane or road closures and winter road conditions is available any time toll-free at 511, at www.mb511.ca or by following the Twitter account @MBGovRoads.

## 

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Shown above is the Elkhorn collector and re-enactor Ed James at the recent Camp Hughes Day at the former Canadian army training camp, located east of the present Camp Shilo, In front of him are First World War military artifacts.


Shown above are re-enactors Ed James, left, and Frederick Carstead of Winnipeg at the display tent at the old Camp Hughes army training camp.

## Old Camp Hughes site comes alive

by Ed James
For the third year in a row, the Carberry Friends of Camp Hughs and the Military History Society of Manitoba held its Camp Hughs Day at the site of the camp's former trench warfare training site, west of Carberry, Manitoba.
The national historic location brought out over 100 visitors to take part in the self guided tours of the
main features of the trench sites, and to view the displays of Canadian and German Second World War military items.
The items were put on display by military museums from Winnipeg, Saskatchewan and the Westman area, and private military collectors. On hand were museum staff and col lectors, who explained the various artifacts on display
or were at different points along the trench tour route Also on hand were two historic military re-enactors in Canadian Second World War uniforms, demonstrat ing rifle tactics and posing for photos.
One re-enactor was Frederick Carstead of Winnipeg who came as a member of the Queen's own Common Highlanders of Canada in a complete Second World

War outfit that included the kilt. He reported it was a bit cool in the morning but later the sun came out and gave everyone a great day. The other re-enactor was Ed James who was in a uniform of a Canadian Army Captain of the First World War, as a member of the first Canadian Divisors headquarters staff.
The day started off slow

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ly, but once the weather warmed up there was a steady stream of visitors to the display area and the trenches of Carberry. The event ran from 11 a.m. to 3 p.m. and the organizers were pleased with the turnout, and many of the visitors were surprised to find such an importan military site right in their
wn area.
For it was at the trench of Camp Hughs that Canadians soldiers trained for the realities of Second World War trenches warfare, and that training would lead to the Canadians' victory at Vimy Ridge in April 1917, which became a foundation stone in Canada's develop ment as a world nation.

## 




## Brad Wall outlines 'plan for growth'

Continued from page 5
Wall said Saskatchewan's business tax structure must be competitive with neighbouring provinces in order to sustain economic growth.
"Our government delivered significant reductions in personal income tax, education property tax and the small business tax in our first term," Wall said. "The Saskatchewan Plan for Growth will see the corporate business tax rate lowered to 10 per cent - the same rate levied in British Columbia and Alberta - by 2015."
Wall said Saskatchewan must also ensure it has a well-trained workforce to meet labour demands now and in the future.
"If we are going to grow to 1.2 million people by 2020, that means at least 60,000 more people working in Saskatchewan by then," Wall said.
"These workers will need to come from a number of places," Wall said. "We will work to encourage more career planning and development initiatives in high schools. We will increase training seats at schools. We will increase training seats at
SIAST for trades like carpenters, electriSIAST for trades like carpenters, electri-
cians and welders, occupations where we have shortages. We will work with First Nations and Métis organizations to improve educational outcomes and increase employment. We will work with the federal government to increase the annual cap on the immigrant nominee program
by 50 per cent from 4,000 to 6,000 . And we will continue to assist private secto employers in their efforts to recruit the skilled workers they need from other provinces and other countries.
Wall said his government will continue to work with Saskatchewan businesses to aggressively pursue its strategy of inter national engagement and increase Sas katchewan exports.
"Much of our growth is being driven by a tremendous increase in our export markets around the world," Wall said "Saskatchewan has what the world needs and our goal is to double export sales by 2020."

Wall said the goal of The Saskatchewan Plan for Growth is to ensure that a growing province and a growing economy improves the quality of life for everyone in Saskatchewan.
"I think Saskatchewan people appreciate growth because we have seen the benefits of growth, and we have also seen the alternative," Wall said. "Growth is more than just a path to economic prog ress. It is the path to building the kind of province we desire for all Saskatchewan people
"Our plan will keep our provinc growing, improve our quality of life and continue to make Saskatchewan the bes place in Canada.

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2006 Ford F250 XLT Super Duty - 5.4 Le auto., white, 134,786. 2010 Dodge Ram 1500 SLT - 5.7 L, 8 cyl., auto., cherry red, $65,139 \mathrm{~km} . . . .$. \$15,999 2010 Dodge Ram 1500 SLT - 5.7 L. 8 cyl., auto., white, 51,540 km......... 2008 Chev Avalanche 1500 LS - $5.3 \mathrm{~L}, 8$ cyl., 4X4, silver, $110,490 \mathrm{~km}$ 28,999 18,000 \$39,999 $\$ 39,999$
$\$ 27,999$ 27,999 \$22,999 2007 Dodge Ram 2500 SLT - $6.7 \mathrm{~L}, 6$ cyl., 4X4, red, $95,600 \mathrm{~km}$.................
2011 Chevrolet Colorado LT - $2.9 \mathrm{~L}, 4$ cyl., 4X4, grey, $42,972 \mathrm{~km} .$. 2011 Chevrolet Colorado LT - 2.9 L, 4 cyl., 4X4, grey, $42,972 \mathrm{~km}$....
2011 Dodge Ram 1500 BIG HORN - $5.7 \mathrm{~L}, 8$ cyl., black, $28,205 \mathrm{~km}$..

## CARS

2010 Dodge Challenger R/T - $5.7 \mathrm{~L}, 8$ cyl., blue, $52,700 \mathrm{~km} . . .$. \$32,900 2008 Nissan Altima SE - $3.5 \mathrm{~L}, 6$ cyl., grey, $90,574 \mathrm{~km} . . . . . . . . . . . . .$.
2007 Pontiac G5 - $2.2 \mathrm{~L}, 4$ cyl., 5 speed man, black, $81,500 \mathrm{~km}$ \$17,999 2009 Dodge Caliber SXT - $2.0 \mathrm{~L}, 4$ cyl., auto., FWD, Gold, $98,000 \mathrm{~km}$. \$9,999 2009 Dodge Caliber SXT - 2.0 L, 4 cyl., auto., FWD, Gold, $98,000 \mathrm{~km} . . . . . . . . . . . . . . . . . . . . ~ \$ 11,999$ 2012 Dodge Avenger - 2.4 L, 4 cyl., auto., grey, 43,560 km ...............................................................................................999 2006 Saturn lon - 2.4 L, 4 cyl., black, 80,258 km ......

2009 Ford Explorer - 4.6 L, 8 cyl., auto., black, 126,297 km.....
\$24,900 2011 Cadillac Escalade - 6.2 L, 8 cyl., auto., pearl white, $128,616 \mathrm{~km}$ 2008 Kia Sportage - 35 L - $3.6 \mathrm{~L}, 6$ cyl., auto., silver, $2,400 \mathrm{~km}$ \$33,999 2008 Kia Sportage - 3.5 L, 6 cyl., auto., grey, 128,226 km..... \$31,999 \$12,999 \$23,999 \$21,999 2011 Ford Escape LX - 2.5 L, 4 cyl., auto., AWD, blue, $18,130 \mathrm{~km}$. 2012 Dodge Journey SE - 2.4 L, 4 cyl., auto., silver, $20,073 \mathrm{~km}$.. \$18,999 \$24,999

## VANS

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2011 CHEV K1500 LTEXT
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N27 NZZZ, UK3, Z71, Taupe Gray, $18,710 \mathrm{kms}$ 2011 CHEV K1500 LTZ ExT
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 2011 GMC K1500 SLE CREW
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2006 GMC 1500 EXT $4 \times 4$ SPECIAL EDITION
4.8L V8, AC, Cruise, Tilt, PW, PL, 40/20/40, 17" Alum, Tubes, Black, $116,261 \mathrm{kms}$..
2005 GMC K1500 SLE EXT $4 \times 4$
5.3L, V8, A-C-T, PW-PL, 40/20/40, AU0, UK3, 17"Alum, G80,
Z71, Z82, AM, Remote Start, White, 136,915 kms . ...... $\$ 15,995$ 2005 CHEV K1500 LS EXT 4X4 2005 CHEV K1500 LS EXT 4X4


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2010 FORD ESCAPE XLT
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2010 CHEV EQUINOX LT1
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2009 GMC ACADIA SLE AWD
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Gold, $109,951 \mathrm{kms}$.
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3.4L V6, A-C-T, PW-PL, Buckets, 16 "Alum, CD, Keyless, Blue, $141,130 \mathrm{kms}$.
2008 CADILLAC ESCALADE AWD
6.2L V8, AC, Cruise, Tilt, PW, PL, PS, Lux Pkg, Nav, DVD, White Diamond, $144,442 \mathrm{kms}$
2007 CHEV TRALLBLAZER LT
4X4, 4.2L 6CYL, A-C-T, PW-PL-PS, HTD Lthr Buckets, AUO, 17"Alum, UK3, CJ2, White, 92,183 kms . 2007 DODGE DURANGO LTD
4X4, 5.7L V8 Hemi, A-C-T, PW-PL-PS, HTD Lthr Buckets, CF5, 20" Alum, 7 Pass, $77,600 \mathrm{kms}$
2005 CHEV EQUINOX LT AWD
3.4L V6, AC, Cruise, Tilt, PW, PL, PS, HTD Leather,

Buckets, 17" Alum, CD, Gold,152,690 kms . .
5.3L V8, ACT, PW, PL, PS, HTD Leather, PDD, PDF, UD7, 2011 GMC 1500 SLT CREW AXA
5.3L V8, AC, Cruise, Tilt, PW, PL, PS, 40/20/40,

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Laser Blue, $70,542 \mathrm{kms}$
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4X4, 5.3L V8, A-C-T, PW-PL-PS, HTD Lthr, CF5, AP3, 18 "Alum
PDD, PDF, JF4, JL1, UD7, Storm Grey, $57,451 \mathrm{kms}$........ $\$ 28,995$
2010 GMC K1500 SLT CREW
4X4, 5.3L V8, A-C-T, PW-PL-PS, HTD Lthr, CF5, AP3, DVD,
18"Alum, Z82, Z71, PDF, NZZ, DK, Blue, $110,671 \mathrm{kms}$
2010 Chev avalanche lt
4x4, 5.3L V8, A-C-T, PW-PL-PS, Buckets, AP3, 17"Alum, UK3, G80,
2010 CHEV K1500 LTZ CREW
4x4, 5.3L V8, A-C-T, PW-PL-PS, HTD Leather, CF5, 18"Alum, Z71, PLUS Pkg, AP3, G80, White, $105,898 \mathrm{kms}$
2010 GMC K1500 SLT CREW 4X4
5.3L V8, ACT, PW, PL, PS, HTD Leather, GAT, PDG, $18{ }^{\text {" Alum, AP3, }}$ 2009 CHEV K1500 LT CREW
474, 5.3L V8, A-C-T, PW-PL-PS, 40/20/40, PCM, PDD, PDF, AP3, 2009 CHEV AVaLanche lt 4X4, 5.3L V8, A-C-T, PW-PL-PS, Buckets, AP3, 17"Alum, CF5, UK3 2090 2008 CHEV K1500 LT EXT

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${ }_{50 \text { Th }}$ Ann., 3.5 L V6, A-C-T, PW-PL-PS, HTD Lthr Buckets, CF5 18"Alum, AP3, UK3, Black Grnt, $146,629 \mathrm{kms}$. . ......... . $\$ 11,995$ 2008 CHEV IMPALA LTZ XM BOSE, AUO, Black, 107, 421 kms Lthr Buckets, CF5, 18 Alum 2008 Pontiac g6 SE SEDAN 2008 PONTIAC G6 SE SEDAN 67,914 kms. .......................................... 13 ,995 2008 BUICK ALLURE CX SEDAN
2008 BUICK ALLURE CX SEDAN
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Keyless, 16" Alum, CD, Silver, 112,779 kms ............. $\mathbf{~} \mathbf{1 1 1 , 9 9 5}$ 2008 CHEV IMPALALS
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Sedan, 4.6L V8, A-C-T, PW-PL-PS, HTD Lthr Buckets, 17"Alum, UD7, 2007 DODGE CALIBER SXT
2007 DODGE CALIBER SXT
Manual, 1.8L, 4CYL, A-CT, PW-PL. HTD Cloth Buckets, $166^{\prime \prime}$ Alum,
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$126,312 \mathrm{kms}$. ........................... 2007 BUICK ALLURE CX
3.8L V6, A-C-T, PW-PL, Buckets, AP3, 17"Alum,
Siver, 104,342 kms. . ............................ $\mathbf{\$ 1 1 , 9 9 5}$ 2006 PONTIAC G6 GTP SEDAN
3.9L V6, A-C-T, PW-PL-PS, HTD Lthr Buckets, Sunroof, 18"Alum, JF4, 2006 Pontiac ge SEDAN
2006 PONTIAC G6 SEDAN
3.5L V6, A-C-T, PW-PL, Buckets, AP3, 16"Alum, Spoiler, UK3, Gold,
154,643 kms...............

2005 PONTIAC G6 GT SEDAN
3.5L V6, A-C-T, PW-PL, Buckets, Sunroof, 17"Alum, AP3, Monsoon,
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2010 CHEV COBALT LT COUPE
Team Canada, 2.2L, 4cyl, A-C-T, PW-PL, Buckets, AP3, $16{ }^{1}$ "Alum, CF5, USB, XM, UK3, Black, $52,396 \mathrm{kms}$.
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2.2 4cyl, 5 speed, Buckets, CD, Silver, $44,774 \mathrm{kms}$

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UK3, Red, $47,050 \mathrm{kms}$....... 2009 CHEV COBALT LT COUPE
Team Canada, 2.2L, 4CYL, A-C-T, PW-PL, Buckets, AP3, $6^{\circ}$ Alum, Spoiler, XM, UK3, Red, 117,178kms
2009 CHEV COBALT LS SEDAN
.2L 4cy1 5 Speed, Buckets, CD, Silvermoss, $62,975 \mathrm{kms}$. . . \$7,995 2009 PONTIAC G6 SE SEDAN
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The Virden Oil Caps took on the Swan Valley Stampeders on Oct. 26 in front of a crowd of 1,149 people. It is the Oil Caps' inaugural season in the MJHL. Kyler Beckett had a strong game in net, but the Oil Caps ended up losing 4-2 to the Stampeders including an empty net goal.


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## NOVEMBER HOME GAMES



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- 5.9 L Diesel
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## Mosaic continues expanding in Esterhazy



K3 headframe going up
The headframe for Mosaic's K3 potash mine at Esterhazy has risen over the prairie. this photo was taken recently during the concrete pour for the new headframe. K3 is located west of K2, just east of Esterhazy. It will not be connected underground to K1 and K2, to avoid water issues.

Mosaic unveiled Stage of its $\$ 600$ million expanhazy, recently, along with an anniversary of the mine The potash producer is celebrating 50 years of potash production.

President and CEO Jim Prokopanko says the exProkopanko says the ex-
pansion involves sinking a pansion involves sinking new shaft nearly 1,100 me-
tres down where they will tres down
extract ore.
He says the ore will be further processed at an expanded mill.

Mosaic Esterhazy is Saskatchewan's first potash producing mine, which was founded on June 8, 1962.

Saskatchewan Energy and Resources Minister Tim McMillan says the project will play a big part in the province's success going forward.

Mosaic plans to invest $\$ 6$ billion into its Saskatchewan operations, which includes the company's potash mines in Esterhazy, Colonsay and Belle Plaine Mosaic's Esterhazy mine is the largest potash mine is the largest potash mine in the world with an annual Mosaic will million tons, new greenfield K3 minin new greenfield K3 mining complex at Esterhazy to expand their current mining operations. This expansion project will add a further 1 million tons to their annual output.

The K3 complex will comprise two 20 -foot diameter shafts sunk to a depth of approximately 3,700 feet below collar together with the necessary service shaft headframe and hoists, ventilation circuits and the associated surface infrastructure.

Sinking of shafts in Saskatchewan is challenging due to the various geological formations and water pressures at depth, requiring unique sinking and shaft lining methodology. These sinking techniques include ground freezing from surface down to a drom 1,600 feet approximately 1,600 feet. Temporary support of the shaft ground wall is installed during shaft sinking so as to con-
trol the hazard of rock trol the hazard of rock falls.

The permanent shaft liner construction consists of support concrete as well as composite steel liner where required to prevent water ingress. These construction activities are facilitated by means of working from a five-level shaft sinking galloway.


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$\square$


Expansion continues
This aerial photo taken in late summer shows the completed new potash storage buildings in the foreground, and the mill expansion in back. In the centre is the new production headframe, being built over top of the current service shaft.

## Expansion at PotashCorp Rocanville continues \$2.8 billion project expected to be finished by mid 2014

With the fall wind blowing cold and heralding the fast-approaching end of 2012 construction crews are working steadily on the $\$ 2.8$ billion expansion at PotashCorp constructio
While a the mill at the current minesite.
It will be another year before its maze of crushers, belts, filtration screens, flotation It will be another year before its maze of crushers, belts, filtration screens, flotation
cells, driers, compactors, miles of interconnecting steel tubing and its various other component parts will be turning out refined potash for markets in the United States, ndia and China
The mill expansion is necessary to process the increased production of raw ore- 17 million tons a year from 9 million-that will be the result of the $\$ 2.8$ billion expansion of the operation, which was first announced in November of 2007. The amount of refined potash that the two mills will be able to produce when the construction of the new one
s finished will be 5.7 million tons, up from the current capacity of 3 million tons.
PotashCorp's executives decided to double the capacity of the Rocanville operation

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in order to meet the growing demand for potash. The annual demand for potash is roughly 55 million tons, and every year it has been increasing by around three per
cent
PotashCorp Rocanville General Manager Steve Fortney estimates that the mill is around 80 per cent finished, and when it is done its potash production will be a responsibility of production supervisor and Wapella native Blaine Jones.
He says the expansion to the mill will make use of leading-edge technology. "To use an analogy of a car, the old mill is like a car that runs on a carburetor while the new one is fuel injected," he said.
The mill is expected to be the second part of the expansion to be completed. Two storage warehouses have already been built, which combined are 1,000 feet long and have capacity of 500,000 tons.
The completion of the entire expansion project will come in mid-2014, Fortney said.
Currently the mine has one production shaft, through which ore is raised to the sur-
Continued on page 21 1


## \$2.8 billion project expected to be finished by mid 2014

 Continued from Page 12

Above: PotashCorp Rocanville production supervisor Blaine Jones on the top floor of the mill expansion at the Rocanville mine site.

Currently the mine has one production shaft, through which ore is raised to the surface from the mine roughly a kilometre below, but when the expansion is finished, there will be two production shafts. The current service shaft-which transports people and equipment between the surface and the mining area-is being converted into a production shaft. A sky-scraping 347 -foot headframe is being constructed overhead to bear the 50 -ton loads of potash that the shaft's two skips will bring up every 90 seconds. This shaft conversion is about half finished, and will be the final part of the expansion project to be completed. The mine's new service shaft, the first potash mine shaft sunk in the province in 30 years, is located 16 kilo-
metres away at Scissors Creek, and when finished will be 1,100 metres in depth. Workers have so far sunk the service shaft to half of that distance and are in the process of removing the freezing in that section of the shaft. The ground has to be frozen so the shaft can be sunk through water-bearing formations.
PotashCorp is also in the process of adding 49 kilome tres of conveyer belts and 110 kilometres of power cables to the mine; There will be 11 mining machines, up from five before the expansion; and there will be more shops and warehouses underground-all to accommodate the increased size of the mine.
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ment in the mill needing to be manually checked, that will take a large amount of time, Jones said.
"When underground is ready, the new mill should have all the bugs out and should be ready to be up and running. We'll have enough ore to run both mills, and we'll feed both mills and run them both," said Jones.
Fortney said that the project has gone relatively smoothly, despite being slightly behind schedule. PotashCorp had originally expected that the expansion would be finished by late 2013.
"We made a decision with a world downtown in 2009. We didn't stop it, but we, basically, slowed it down for a year, which delayed the project," said Fortney.
There were also a couple of other challenges that PotashCorp faced in expanding the operation, due to the enormous size of the project. At first there were some problems getting construction materials, with many delayed deliveries, and PotashCorp had to work hard to get the roughly 1,400 construction workers in place.
"There's lots of work in Saskatchewan, and we're competing for the same labor as everyone else. Luckily from peting for the same lo had a lot of people coming in from out of provus, we' ve had a lot of people coming in from out of prov-
ince. Roughly 60 per cent of our mine expansion workince. Roughly 60 per cent of our mine expan
force is from out of province," Fortney said.
force is from out of province," Fortney said.
Those working on the expansion come from the U.S and all throughout Canada, many from out east. To house them, a work camp has been built far from any community but near the mine.
"We bought that quarter section of land for the camp specifically because thought it would minimize the impact on the local area," Fortney said.

With the a colossal supply of potash that is available to be mined, and the world's farmers demanding a steadily increasing amount of the fertilizer, PotashCorp plans to mine at its Rocanville site for a very long time.
That means that keeping that relationship with Rocanville residents is especially important for the company.
"We try to keep them informed. If they have any questions they can ask us any time. The company has had a good rapport with the town, and we work hard to main that. It is important to do in a town as small as Rocanville."


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## Local moose hunters having success

By Adam Wightman
In his 65 years of hunting, F dall, 82 , has travelled far in order to track down and shoot a prized moose. About ten years ago he and his good friend Alfred Skulmoski drove the five hours up to Hudson Bay and spent days in an isolated bush camp just to try to get one
But after the long trip, all they got was a glimpse of their prey.
"We seen three or four but couldn't get a shot at them. They were too far away." The two Moosomin residents don't have to go far to get moose anymore. If they are drawn for a moose license, either an antlerless license or an eiter-sex one, in the yearly draw, they just drive south of Moosomin and hunt there-the results are much better.
The two friends hunted together there early this month and got a bull moose and a cow in only a few hours of hunting. On Monday, Oct. 1 they set out in the morning and Frondall killed a bull moose by mid afternoon. That Friday the two went again, and Skulmoski got a cow in the morning.
They saw a number of moose while hunting, and Frondall says that in the past two weeks since the hunt he has travelled out to the area on the grid roads just to try to spot some and has seen about 15 .
"There are quite a few. Pretty near any night you drive out you can see moose on the back roads."
Other hunters say the same, and they all seem to agree on one thing: every year it seems to be easier for hunters to kill moose in the Moosomin area.
Rick Hamm's moose hunting season ended less than an hour after it began for him, on Tuesday, Oct. 16. He and his brother Phil Hamm were each drawn for an antlerless license-which allows the re-

They left Fleming together at about 7:00 in the morning, just after daylight. They had planned to meet up with Eric Shire on his farm just south of Moosomin, where Rick and Phil were going to hunt. But they never made it to those hunting grounds. The action on the way was just too exciting to pass up. Driving on Highway 8 and heading south they spotted a bull moose, heading and two calves a mile east off the road But they were too far away for them to shoot one from there so they kept on to shoot one from there, so they kept on minute minutes after that, driving on Knob Hill Roalves and a bull They a cow, two calves and a bull. They stopped the car, got out, lined up their shot, and let fly. Phil shot a cow from 200 yards and Rick shot a calf from around 325 .
"It was a short season. Our hunt was done by quarter after eight (a.m.)," said Rick.
The moose, however, continued to come. Phil called Shire to tell him that they got a moose and needed a tractor with a front-end loader. So he and Shire went to look for someone in the vicinity who owned one while Rick waited with the two carcasses. Shire and Phil saw another cow while they went to look for a loader, and Rick got a visit while waiting for them to return
"I saw a really big bull come out of the bush, 150 yards from me. This big bull had to be at least 48 inches (in the horns) if not bigger, and it came out of the bushes and looked at me."
But Rick is getting used to seeing so many moose. He thinks that, lately, he sees more of them than he does deer, which would have been unheard of in the past.
"Ten years ago, if someone said you'd


Tess Stanick, 16, with the bull Moose she shot south of Highway 1 in between Moosomin and Wapella.
see more moose on a drive in the area than you'd see deer, you'd say they were nuts in the head." Helen Sheppard But not anymore. Helen Sheppard, a vecretary and treasurer for the Rocanville Wildlife Federation, said that the deer population in the Moosomin region had dropped off significantly because of moose has been growing rapidly all
over southern Saskatchewan, where they didn't exist from the early 20th century to the 1970s. The animal's natural ability to thrive in the region means that her organization, which works to improve habitat for wildlife, doesn't have to worry about their survival.
"They don't need any help from us They're doing alright," said Sheppard.

Continued on page 18

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## Local moose hunters don't have to go far

Continued from Page 17

And that is particularly true for the Moosomin area. If the moose population has grown fast in southern Saskatchewan over the past decade, it has exploded in the area south of Moosomin, known by the area south of Moosomin, known by Saskatchewan Environment as zone 34 ,
said the ministry's biologist Rob Tether. Said the ministry's biologist Rob Tether.
The density of moose in zone 34 , which The density of moose in zone 34, which encompasses an area from Highway 1 in the north to Redvers in the south, and from Highway 9 on the west side to the Manitoba border on the east-is much higher than in zone 36, which has Highway 9 near Whitewood for an eastern boundary. Tether said that his ministry is currently looking into why moose have been able to multiply their numbers in certain regions in southern Saskatchewan more than they have been able to in others, so he doesn't know the particular reasons as to why Moosomin's moose are so abundant while they are lacking in an area as close as Whitewood.
"It must be a habitat thing, but what it is exactly, I can't say," said Tether.
As a result of the increase of moose in the area, Saskatchewan Environment had made more moose hunting licenses available in the 2012 draw for zone 34 and zone 35 . The latter's southern boundary is Highway 1 and encompasses the Rocanville area. In 2011, the ministry made 120 moose hunting licenses available for zone 34 , and 25 available for zone 35 . For this year's season, there were 200 licenses for zone 34 and 70 for zone 35 .
or zone 34 and 70 for zone 35 .
in the number of moose hunting licenses the ministry had made available for the two zones, he thinks that they will make around the same number available for them next year, so they can be sure the moose population is not increasing or decreasing too drastically in the regions, Tether said.
"Because you can't tell after just one year if you're having success or not (in stabilizing the population), so most likely we'll run two years with a very similar quota unless something very unique shows up that says that we've got a larger number of animals than we thought we did."
Changing the size of a region's hunting quota is an especially effective way of engineering the level of moose populations on the Prairies because of the high success rate that hunters have shooting animals in the area. In the boreal forest region of Saskatchewan, where moose have many places to hide and where there are fewer roads to travel, hunters must work much harder to track down moose, and only around half of those with moose hunting licenses end up getting one. But on the flatland of the Prairies, where you can see for miles and where there are many grid roads on which hunters can drive to get close to their prey, it is much easier. In 2011, the combined kill rate for those with licenses in the Moosomin and Rocanville zones of 34 and 35 averaged around 95 zones of 34 and 35 averaged around 95 per cent.
the Prairies ease of hunting moose on
people who haven't hunted moose before to give it a go, said Tether.
'A lot of people don't have five days (to go hunting). If they can shoot a moose in one day, they're very happy. They just want the experience, and the farmland (hunting) has given a lot of people that opportunity that they probably wouldn't have taken previously because of the difficulties of hunting in the boreal forest." Tess Stanick, 16, made the most of her first opportunity to hunt moose. With her father's friend Robert Young having seen many moose south of Highway 1 in between Wapella and Moosomin, she, her father Darcy, and Robert left to go hunting there on Saturday, Oct. 13 at 8:00 a.m. They thought they would drive down a trail and then get out and look for a bull to shoot, as Tess was drawn for an eithersex license. But, before they had a chance to get out, they saw three female moose, so they watched them for a little bit. They had no intention of shooting one of those, because Tess' licence allowed her to get a bull. As they were watching the cows, their opportunity came.
"My dad looked up and turned his head, and there was a big bull coming over the stubble. And he's like, 'Why don't we get that one up there.'
Her father quickly put the truck in park, and the trio got their two rifles and ran into the bush that the moose was trotting toward. They hid in the small bush, which had a slough in the middle, as Darcy and Robert were calling it to them.
"He walked into the trees and rubbed
his horns against the tree a bit, and he came right up to us, about 40 yards Tess had shot a mule deer before but had never been in a position to pull the trigger on a bull moose, so she was a bit anxious.
"I was shaking a lot. My Dad was like, 'Katie, take a deep breath.' And he was like, 'Okay, anytime. Okay, anytime. Squeeze the trigger! Squeeze the trigger!' And I was like, ahh, ahh.' And then I did. I was pretty nervous."
Robert had drawn his rifle on the bull in case Tess missed her shot, but it turned out there was no need for such precaution. She shot the bull moose dead just behind the shoulder, at around 9:30 a.m Robert, who lives a couple of miles away from there, got his tractor and dragged it out of the woods.
They then gutted it and loaded it onto the back of the pickup truck and took it to Corey Flaman's for butchering. Every thing was done by around 6:00 p.m., and they had 600 pounds of meat.
"It was kind of an all-day thing, but if we got him any later we would have got home in the dark.
But it was time spent with her father, and she enjoyed every minute of it.
"It's good bonding time with my dad. He works a lot, so I don't get a lot of time to spend with him beside that. We always have a good time hunting, whether it is have a good time hunting, whether it is shooting gophers outside the house or
shooting big game like that. It's always shooting big ga,

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## Chamber of Commerce ABEX Awards

1s. Continued from Page 1
Flaman Group of Companies, which has a location in Moosomin, was recognized with the Marketing Award at the ABEX Awards. The award for marketing goes to a business demonstrating exceptional performance in the execution of a successful marketing strategy.
The Flaman Group of Companies started in 1959 on Frank Flaman's homestead in Southey. Today, Flaman is a diversified retailer of agricultural equipment, trailers, grain cleaning products, and fitness equipgrain
Among its 300 employees, Flaman Group has an innovative, creative and industry leading in-house marketing team. Using solid marketing principles, the company has built a marketing strategy that gets results.
Flaman is committed to giving back globally through the Flaman Foundation, as well as locally to customers, through initiatives such as Stuck in the Muck, an annual contest which showcases equipment predicaments, as well as a forum for farmers to share useful advice on ways to get unstuck, should they find themselves in such a situation.
"This award is a great honor for us," said Marketing Project Manager Jennifer

Thompson.
"We have been recognized by the Saskatoon Chamber of Commerce, but this being a provincial award is very exciting.
"Our marketing team is headquartered Saskatoon but all of our divisions are in volved-it's really a team effort to win this award.
"It shows that we put a lot of effort into our marketing. We have a marketing strategy. We have a plan. One of the challenges we have for our marketing plan is that we have many different divisions and different products, and we're operating in different products, and markets.
"We have strong creative ideas, and we're very analytical about our results. We try to track marketing efforts and analyze results. We're also very interested in the analytics of ach ad to see if it's effective
"Having all the different stores in different markets makes it complicated for mar-keting-there are so many different divi sions and different products.
"The markets are different for each store and that's why we have people from each store on the marketing team-things in Saskatoon are different than in Moosomin-so this award is really for all those people in each store who are part of the marketing team.'

## Dron changes plea to guilty in arson case

In a very brief court appearance in Moosomin Tuesday, Charles Dron changed his plea from not guilty to guilty for his role in burning down Fleming's historic elevator, and in a very lengthy meeting, Crown Prosecutor Barry Stricker laid out the reasons for striking a plea deal with the acsons fo
cused.

Dron is the second person charged in the fire which completely destroyed the historic Lake of the Woods Elevator in Fleming, Canada's oldest wooden elevator.
The crime was committed on Feb. 9 2010, around 3 a.m., when Joey Yates and Charles Dron broke into the Fleming elevator, spread fuel, and lit a fire.

The Lake of the Woods grain elevator was both a provincial and federal heritage site, and the Heritage Architects Association of Saskatchewan had given the Fleming Historical Society an award for the renovation of the elevator.

It was April of 2011 when Joey Yates, 20, and Charles Dron, 22 were charged with arson. Alan Hayward, 20, also from Manitoba, was charged later.

The charges were laid following an ex-

## 5 <br> Whitewood ${ }^{-1}$ Livestock WINTER SALES SCHEDULE

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Dec 4 - Regular Cattle Sale 9 a.m.
Dec 7 - Bred Cow \& Heifer Sale 11 a.m.
Dec 11 - Regular Cattle Sale 9 a.m.
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tensive police investigation involving Moosomin and Virden RCMP and detectives from the major crimes unit in Yorkton. Upon the arrests of Yates and Dron, the two men appeared in court and were both wharged with arson. Hayward was charged at a later date. Yates plead guilty and asked to be sentenced in Manitoba, where he appeared in tenced in Manitoba, where he appeared in court several times before receiving two years, less a day in jail, to be followed by a period of probation.
He was also ordered to pay $\$ 30,000$ in restitution to the Town of Fleming, with payment following his release.
Dron initially pleaded not guilty, and his trial was to begin on Tuesday of last week. A few days before the trial was to begin, Stricker informed Fleming Mayor Phil Hamm that Dron would be changing his plea to guilty, in exchange for a lighter penalty.
Stricker told members of the Fleming Historical Society Tuesday that he will recommend to the judge that Dron be sentenced to a one-year suspended sentence, and be ordered to pay restitution of $\$ 30,000$ to the town of Fleming.

Continued on page 21


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## Bethlehem in the Barn

## Theatrical performance of Christ's birth to take place near Moosomin

by Adam Wightman
If the story of Jesus' birth helps to get people into the spirit of Christmas, a theatrical performance near Moosomin next month will go a bit further than that. It will tell you the story of his birth in its environment-in a barn.
And there will be cattle lowing.
The Bethlehem Live Committee and Creative Visions, a Moosomin theatre group, will be performing a rendition of the nativity story, "Bethlehem in the Barn," on a farm property roughly five kilometres west of Moosomin on Nov. 30 and Dec. 1. There will be no cost for admission. Those who come will watch the play from a staged seating of hay from a staged while cattle, sheep, bales, while cattle, sheep, goats, rabbits and donkeys
The event's co-ordinator
The event's co-ordinator that she is hoping that the play will help people to unplay will help people to understand the true meaning of Christmas.

I think the people should need to know why we celebrate Christmas, who Jesus is, and how he came about to us," Dietrich said.
Dietrich first got the idea of having such an watching the nativity scene weing performed in a barn in Geing perlonds, Man Her in Goodlands, Man. Her daughter was part of that production for a few years, so she, her husband, and her two youngest kids would
go and watch the Dec. 23 performance every year. She said that seeing the rein its actual setting evoked strong emotions in her.
"To have the Christmas story in such a rustic place, you could just really feel
Bethlehem in the Barn is the result of the coming together of the Bethlehem Live Committee and Creative Visions. From 2007-2010 the Bethlehem Live Committee put on a live performance of the nativity scene at different churches in town. They didn't have it in 2011, so Creative Visions decided to do "Joseph \& the Amazing Technicolor Dreamcoat," a musical about the Biblical Joseph.
But with the idea of trying something new in Moosomin next year, Dietrich talked to those in bothlehem Live about the possibility of having a function and invited them to go to watch the nativity scene in a barn with her and her family. "Idec
"I decided to charter a bus, and we took a bus down to
Goodlands, because I figGood that the more people who that the more people put we could have when we but weught it to Moosomin", brought it to Moosomin." liked it, and 30 volunteers from Bethlehem vive ant from Bethlehem Live and Creative Visions formed 12 committees in May to work
on preparations to put on
the performance. They have who were willing to be major sponsors, and the committees began meeting again in September and have been continuously working on getting together all of the many elements needed to put on the play. There are around 60 people who will directly be involved in the performance, between the actors, both the adult and the youth choir, and the lighting and stage crew. It is a sizeable production requiring a lot of work.
One of the things that Dietrich said she keeps in mind, and which initially helped inspire her to believe that the volunteers could put this on, is something she learned from the Joseph play of last year.
"If you think it, want it, dream it, then it's real, so that's what I took away from that production, and that's when I thought I had to do this."
And a large dream it is. Taking place at the Meryle and Gail Venaas farm fivekilometres west of Moosomin the barn will be able to seat 500 people for able to seat 500 people for each of the an enormous mound of hay stacked into a stadium-seatstacked into a stadium-seat-
ing pattern.
Dietrich expects the play to be close to sold out on both nights. So that the can all find the right turnoff can all find the right turnoff on Highway 1, there will be an large star visible from the
highway, just like the star that guided the three kings to the barn of Jesus' birth. In actuality, the star will be a number of lights patterned into a pointed star and fasened on top of a 110-foot grain auger.
When those attending get there, they will park in a field outside the Venaas' lane.
They will walk up to the barn, past actors dressed as Roman soldiers, shepherds and other characters, just to set the mood.
And then when they get to the barn, they will enter through the 'city gates', and into the 'marketplace.'
From 6:30 to 7:30, spectators will be able to mingle, talk, and find where they want to sit, while a choir will be singing Christmas will be singing Christmas And
And then at 7:30 the doors Will close and the story of Christ's birth will begin. The show will go for about an hour, and then those herolate, hot apple cider chocolate, hot apple cider free to mill about in the barn ree to mill about in the barn nd socialize for a bit
And when it's all done, she hopes those who attend will take away from did from the much as she did from the nativity play she watched in the barn at Goodlands.
I think it is very meanngful. To me it would have more meaning, because it definitely sets the mood more."

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This was the scene at Fleming on the morning of Tuesday, Feb. 9, 2010, as Fleming's historic Lake of the Woods Elevator burned to the ground. Charles Dron was in court in Moosomin Tuesday, where he changed his not guilty plea to guilty, and sentencing was scheduled for December.

## Dron changes plea to guilty

Continued from page 19 Stricker said Tuesday he didn't feel confident Dron would have been convicted would have been con
on the arson charge.
He also pointed out the He also pointed out the
cost of a trial, including cost of a trial, including
having the judge, prosecuhaving the judge, prosecu-
tor, lawyers, and witnesses tor, lawyers, and win for a
travel to Moosomin trial that was scheduled for last Tuesday and Thursday.
Stricker also said Tuesday that Hayward, accused of driving the getaway vehicle, will not be going to court at all.

Fleming Mayor Phil Hamm told Stricker when he was first informed of the change in plansand again at the meeting Tuesday-that he is upset by the recommended sentence, which is lower than the sentence imposed on Yates by a Manitoba judge. cision the Crown is making cision the Crown is m
in regards to Dron.
"The seriousness of the crime, which I admit has affected me very personally, seems to be 'lessened' and I doeling of 'victimization' all over again."
Hamm said he feels the RCMP did a good job in the case, but their work was undermined by the Crown's plea deal with Dron.

The RCMP did a fine job," he said. "Many people said that they would never solve the crime and find those who were responsible for committing such a blow to our community. The RCMP did their job and arrested and charged the culprits.
"Unfortunately, the good work of the police has been, in my opinion, compromised by the Crown. "I think a judge should have had the opportunity to do what he, or she, is responsible for, to decide in a court of law, whether
Charles Dron was equally Charles Dron was equally guilty, with Joey Yates, of destroying our elevator, guilty to a lesser extent, or was, somehow, an innocent
observer of the crime." Rick Hamm said at the meeting that his opinion changed slightly as a result of hearing what Stricker had to say.
"I was angry, and now I'm just disappointed," he said.

Phil Hamm said he still doesn't like Dron's light sentence.
"I can appreciate where Barry Stricker is coming from, but I told him I think both shared responsibility. I don't think one guy went in to look at a Heritage Building in the middle of the night and the other guy went in there to burn it down.
"I would like to have gone to trial. At least he will have a criminal record as an arsonist. Also he's going to have to pay the same $\$ 30,000$ that Yates did."
The judge in Brandon ordered Yates to face the community at a meeting after serving his sentence, and Hamm asked Stricker to suggest the judge impose the same condition on Dron.
"Yates still has to come back to the community after he's served his time and meet with the community and tell his story and answer questions and everything," said Hamm. "At least bringing him back and making him face the people will be an onus on him. It's like a child who swipes something. You take them back to the store to face the store owner, and they realize who it is they hurt.
"I would like to see him come in person and meet with people. Members of the general public around here are interested in the story, many are affected, so it's fair that they have an opportunity to face these culprits and let them know how upset they were with their actions. That might provide some measure of provide some measure of
closure."
Hamm said Tuesday's meeting "reinforced my feeling that we have more
of a legal system than justice system. It's not a good situation when a large segment of the public do not have confidence in the justice system to enforce justice. Victims are really on the bottom rung of the ladder. It's not pleasant to feel that you were victimized again. In many ways we have the best country in the world, but justice is one of the things that needs a lot of work. The scales of justice are out of balance." The Fleming Historical Society is the group of volunteers that worked for years on renovating the historic Lake of the Woods elevator, with the assistance of the Saskatchewan Heritage Foundation, the Kaplan Foundation, the Lorne and Evelyn Johnson Foundation, local RMs, businesses and individuals.
This elevator was the oldest known wooden grain elevator, on its original site, in Canada. The unique 'hip-roof' design was a landmark on the prairie, located alongside Highway 1 and the CPR main line, five kilometres west of the Saskatchewan/ Manitoba border.
The Lake of the Woods company built the elevator in 1895 and during its 115year lifetime it was also owned by Ogilvie Mills, Saskatchewan Wheat Pool and United Grain Growers.

The UGG ceased operations at Fleming in 1999 and, after several years of negotiations with the CPR, turned the building and the land it occupied over to the Town of Fleming in 2004.
Work on the preservation, restoration and conservation of the site began in 2005. By the end of the 2009 construction season only four days work on the only four days work on the
cupola atop the elevator recupola at
mained.

These final touches were scheduled to be done in the spring of 2010, with a grand opening planned for the Victoria Day long-
weekend. weekend.


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## Ramsey named top Army Cadet in Manitoba

On Tuesday, October 30 during the Garrison Parade of the XII Manitoba Dragoons Cadet Corps, Cadet Warrant Officer Cole Ramsey was presented with The President's Trophy for being the most outstanding Manitoba Army Cadet.
The trophy was presented by LCOL (Ret'd) Sandy Will, the president of the Manitoba Branch of

Canada.
The president stated that the trophy recognizes Cadet Warrant Officer Cole Ramsey's excellence as a Royal Canadian Army Cadet, a citizen, and community member.
Cadet Warrant Officer Cole Ramsey was in competition for the award with the nominees from 10 other Royal Canadian Army Cadet Corps in
Manitoba.

Ramsey is the Regimental Sergeant Major of the Cadet Corps located in Virden, Manitoba. He has been a Cadet Dragoon for four years. He has attended a sports and fitness three-week course at Canadian Forces Base Cold Lake and an adventure leader course at the Cadet summer training facility at Vernon, B.C. for six weeks. Ramsey lives in the RM
of Wallace on a farm just outside of Elkhorn. He is a Grade 12 student at Elkhorn School in Elkhorn, Man.
Each province and territory in Canada has selected a top Army Cadet which in turn they submit for the national award "The Walsh Memorial Sword." Ramsey is one of the top 13 Royal Canadian Army Cadets in Canada. Army Cadets in Canada.
ed in Virden at the conclusion of the XII Manitoba Dragoons Cadet Corps' Garrison Parade in the Virden Legion Assembly Hall.
Special guests present were the area Cadet Officer for Manitoba, the Cadet Liaison Officer from CFB Shilo, the mayor of Virden, Ramsey's family, one of Ramsey's Grade 12 teachers, the past president of the Ladies Auxil-
iary for Branch \#8 of the Royal Canadian Legion, the president of Branch \#8 of the Royal Canadian Legion, and, of course, the presenter, LCOL Sandy Will who drove out from Winnipeg to make the presentation.
Ramsey's principal at Elkhorn School is Captain Kevin Tutthill who is the Deputy Commanding Officer of the XII Manitoba Dragoons Cadet Corps.

## Manitoba helmet law being finalized

Manitoba's bicycle helmet law will take effect within a few months, and first-time offenders will be able to avoid paying a fine by taking a new online safety quiz.
Healthy Living Minister Jim Rondeau is finalizing the details of the law, which was approved by the legislature last spring. The aim, he says, is to promote helmet use while using penalties as something of a last resort.
"Our goal is to actually not collect fines. Our goal would be for people to understand the law and put helmets on their head right away," Rondeau said in an interview.
The law will require anyone under 18 to wear a helmet while riding a bicycle or face a $\$ 50$ fine. But young cyclists caught on a first offence will be allowed to skip the fine by completing a test that will educate them about bicycling safety.
"We're going to devel-op-are developing-a question-and-answer on bike safety that people can do as an alternative to paying a fine," Rondeau said. The law will come into effect before spring, he said, and be accompanied by a public education campaign to make cyclists don motorists wear seat belts. When the law takes effect, Manitoba will join provinces such as Ontario, provinces such as Ontario,
where minors are also rewhere minors are also required to wear helmets. But Manitoba's approach
stops short of laws in Nova Stops short of laws ind British ColumScotia and British Colum-
bia that apply to adults as bia that apply to adults as
well. The exemption for adults has been criticized by physicians, the opposition Liberals and many cyclists, who say kids watch what their parents do.
"If I look at parents, they're going to be the example that kids will follow. And I think if you don't bring it in for everybody, you're going to wind up getting a bad example," said Charles Burchill, an avid cyclist who commutes by bicycle to his downtown job every day.
job every day.
Doctors Manitoba, the provincial medical association, has said a broader law would reduce the number of severe head injuries
suffered by cyclists every suffered by cyclists every year.


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\$33,900 • \$145/WEEK


2011 Ford F- 150 $33,000 \mathrm{kms}, 4 \times 4$,
5.0L
\$26,900•\$116/WEEK


2009 Ford F- 150 FX4,
Lots of additions
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2003 Ford F- 150
XTR, $4 \times 4$,
Supercab
\$7,900 • As Traded


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2011 Ford Fusion All Wheel Drive,
\$24,900 • \$109/WEEK


2011 Ford F-250 FX4, 6.2 L,
Boss
\$27,900 • \$122/WEEK


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Navigation
\$49,900•\$216/WEEK


2009 Chevy Trailblazer Local trade, leather \$16,900•\$71/WEEK


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Heated Seats \$18,900 • \$80/WEEK


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PSTpaid,
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2011 Ford Escape XLT, 4WD, 4 Cyl
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2009 Ford F-150 Sask tax paid,
\$25,900 • \$109/WEEK


2008 Ford F-150
XTR, $4 \times 4$,
5.4L
\$19,900•\$85/WEEK


STOCK\# 2T152A
2010 Foid $\mathrm{F}-150$
XTR, Superc rew,
4WD
\$26,900 • \$116/WEEK


2007 Ford F- 150
Lariat,
Supercrew \$15,900•\$69/WEEK


2006 Ford F- 150
XTR, $4 \times 4$,
\$9,900 • As Traded


Duramax, leather, $4 \times 4$ $\$ 18,900$ • $\$ 92$ w w wr


2005 Ford Foc us $97,000 \mathrm{kms}$,
\$8,900 • \$55/WEEK


STOCK\# 21167A
2009 Ford F-150 $121,000 \mathrm{kms}, 4 \times 4$
5.4L
\$21,900•\$95/WEEK



2011 Ford F-250
Crewcab, 6.7L
Diesel
\$31,900 • \$139/WEEK


2009 Ford
Escape Leather, moonroof
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2004 Dodge Ram 1500 Quad cab, $4 \times 4$ \$8,900 • As Traded


2011 Ford F-150 XTR, 5.0L,
\$28,900 • \$121/WEEK



2009 Ford F-350
9 ft . deck,
\$27,900 • \$122/WEEK


2005 Ford F-250
Powerstroke,
99,000 kms
\$19,900 • \$97/WEEK


2004 Ford Freestar 215,000 kms, limited \$4,900•As traded


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Leather, $4 \times 4$, V6
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2012 Ford F-150 $15,000 \mathrm{kms}$,
\$34,900 • \$152/ WEEK


2008 Ford Fusion SE, V6,
39 MPG
\$10,900 • \$55/WEKK


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Slashed
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