

# REES' Pieces

## 150 Years Experience Without

If there ever was a report about economic development, or lack of it, and what needed to be done it was the Ivany Report. The famed "Now or Never" report was blunt and direct telling us like it is. It also cautioned us that before implementing its recommendations, we first needed a change in attitude.

Nova Scotians are very negative when it comes to accepting, demanding or implementing change.

The Ivan Report has failed to gain traction to move forward as intended, because we have 150 years experience accepting the status quo, or letting others implement decisions on our behalf. In the first of a Chronicle Herald, four part series, Donald J. Savoie, a Research Chair at University of Moncton, explains why we are in our current situations.

From the inception of Confederation, Quebec and Ontario took us to the cleaners. It started when building of canals and waterways, backbone of commerce, were promised. Nine of them in "Upper Canada" were completed. However, the Chignecto Canal, the only one identified for the Maritimes was never built.

The exodus of labourers to Ontario and Quebec continued when all 32 Crown Corporations established to handle Canada's War efforts were located in Upper Canada. Shipbuilding contracts, to build ships for Britain, were awarded to firms in Central Canada.

The bullying of the Maritimes did not stop with the war effort. It continues today with greater intensity. Before proceeding with additional examples, we must admit the reasons for the region's lack of prosperity lies totally at our own feet. Since Confederation all elected representatives have failed us and continue to do so today.

We are solely to blame. We have failed to step up to the plate and demand they do otherwise. Municipal politicians are first in line. They have not pressured provincial governments to extract a better deal for the Maritimes from Ottawa. Federally, our MP's don't have a history of digging their heels in and demanding more.

We are hypocrites and authors of our own misfortune. For example, we lobby governments to ban fracking for shale gas, but are happy to receive transfer payments, via Ottawa from provinces which have used fracking as an engine for economic growth in Western Canada. As Savoie asked in his July 8<sup>th</sup> report in the Chronicle Herald, "How can we, on both economic and moral grounds, accept transfer payments from other regions that are generated largely by shale gas and oil developments and at the same time say no to shale at home?"

Let's look at more examples. Jobs are more important in Ontario than the Maritimes. Does anyone remember Elmer MacKay, father of Peter? He gave up his seat so Brian Mulroney could get elected. Then Elmer came back and got re-elected. That is not the example.

After re-election during the Mulroney era, he was promoting building light armoured vehicles in Port Hawkesbury area. We kicked up a fuss pressuring government not to proceed. The federal government granted us our wishes saying it was a moral decision not to move forward to build armoured vehicle for the Mid-East.

In 2015 we were asleep at the switch. We failed to mount a campaign to bring armoured-vehicle jobs east some 30 years later. We were happy with the status quo letting 3,000 jobs be created in London, Ontario. Yes, we have an aging population and we complain our youth and trained professionals relocate elsewhere to better their careers. Yet, we don't do anything about it.

Are we going to continue to be happy with and demand increased transfer payments from other regions of Canada who have worked hard to have a booming economy? If not, and you feel there should be more prosperity in the region, we need to immediately start some "push-back".

There are two places to start: first with our municipal representatives to pressure Halifax; then secondly, pressure all MLA's for performance. Then and only then can we say, "our attitude is changing" as we start pressuring MP's to bring the jobs and recognition to this region.

It will be a mammoth task to change 150 years of attitude. Are you ready to start?

**Maurice**

# Letters to the editor

This is an open forum for your opinions and comments.

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July 5, 2017

Hello, Maurice!

I thoroughly enjoyed browsing through the last issue of The Shoreline Journal and am in awe of all the good and forward-looking news you pack into your paper. I wish to thank you for squeezing in the Colchester Trefoil Guild news; a closing picnic is not earth-shattering event but it was fun for our members who contribute much in small ways to the wonderful world in which we live.

On another note, I am wondering if it would be possible for you to print the article and perhaps the photos that I have attached of our May 15, 2017 Colchester Trefoil Guild Meeting. This meeting was a highlight of our year as it recognized our Guild members for their efforts throughout the year and focused particularly on two awards: Goldie Chisholm who was awarded the Medal of Merit and was recognized for her 50 years in Guiding and Donna Taylor, our outstanding Treasurer, who was awarded the Gold Medal of Merit.

Sincerely, Sheila Stewart  
Colchester Trefoil Guild

Dear Editor:

It has come to my attention that there is an effort taking place to recognize the contributions of the Indigenous Peoples to the founding of Canada. Although currently this effort is taking place in another province (Manitoba) it needs to happen across the country. The idea that this country was only founded by the French & English is not only inaccurate, it is a harmful, unjust, and clearly false narrative to continue any longer.

In this year of our sesquicentennial of the post-Truth & Reconciliation Commission's recommendations-acknowledging the contributions of Indigenous Peoples would seem to be the only reasonable path to take.

It was rarely a humane or compassionate approach that our settler forebearers took in dealing with the original inhabitants of this land, and we now continue to take what little land they have left, ignore their languages and culture, and sideline them from the mainstream of Canadian society.

This cannot continue. It must not continue. And offer-

ing empty words of apology with no backing actions is a poor reflection on who we are.

Future generations tend to look back on the actions of those who came before and judge them for their behaviour. We can look back at the colonization of Canada and now see that the reserve system, the residential schools, the Sixties Scoop, and other policies of the Indian Affairs bureaucracy has done little good and much harm.

If we are to be the honourable, compassionate, and just people that we believe we are, then we need to include the First Nations of this country in a much larger manner and recognize their contribution in making the nation that we call Canada exist.

In Kings County this could begin by simply reverting the name of the river running through us back to the original, historic Mi'kmaw: Jijuktukwejk.

Now is the time to turn recognition to action. Learn more at

Recognition@Action.ca

Sincerely yours,  
Marke Slipp

## OP-ED

### Electric Vehicles: Who pays for loss of Excise Tax Revenue?

By Maurice Rees

Self driving electric vehicles are coming our way. So is "Share-a-vehicle". Instead of owning a vehicle, you rent one, just like a taxi. Great for cities where there is ample public transport.

This writing was prompted by CBC Radio's Maritime Noon during the week of July 4th. The guest suggested within a decade 50% of the current auto dealerships would be eliminated as people rush to electric vehicles and instead of every family having one or two vehicles, they'd use public transport then rent a vehicle only for longer trips, or maybe vacation saving the family in excess of \$6,000 per year.

On such topics in rural Nova Scotia, our eyes glaze over with a slightly different version of NIMBY - "not in my back yard". We think "NIMLT" - "Never In My Life Time". Hard to believe while living on a back-country gravel road frigid winter temperatures of -20 degrees and three feet of snow we could manage with an electric vehicle with any amount of reliability.

Would we want to change

from our current rusty gas-consuming vehicle when cell phones have been around for 40 years and we can't get reliable cell phone coverage along paved highways? Similarly, the internet has been around for over a decade and there are thousands of homes and businesses, who can't get reliable internet service, let alone internet service with speeds similar to what is offered in the cities.

In their wisdom federal and provincial governments are providing assistance to install electricity charging stations. With a bit of investigation you'll discover there are grants or subsidies of upwards of \$14,000 available to those wishing to switch to a totally electric vehicle. I Googled: Canadian Subsidies for Electric vehicles. Immediately, I stumbled upon: <https://plugndrive.ca/electric-car-incentives>

Here is the opening paragraph: The government of Ontario offers up to \$14,000 off the purchase of an electric car, up to \$1,000 off the purchase and installation of a home charging station and a green license plate that allows drivers to use high-occupancy

vehicle/toll (HOV/HOT) lanes when driving alone. The amount each car receives is based on four factors: battery size, number of passengers, vehicle price (including trim) and terms of lease.

Back to Maritime Noon. I called the show, but as I waited for my turn, I did more online research to see what I could find regarding the amount of provincial excise tax charged for gasoline or diesel fuel. The data for 2016 is available online at: <http://www.taxpayer.com/media/2016-GTHD-EN.pdf>.

The first line states: "Across Canada in 2016 total revenue from taxes on gasoline and diesel was \$20 billion. Provincial governments and transit authorities get most of that with \$13 billion and over \$7 billion to the federal government". In 2016, Nova Scotians spent a total of \$575.57-Million in taxes for the pleasure of driving over roadways, we feel are full of pot-holes and below standard.

Nova Scotia's initial excise tax in 2016 rate was 15.5 cents/litre and then other taxes apply. The following

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The  
**Shoreline**  
Journal

Here's where  
to find us:

#### BASS RIVER:

Bayside Pharmacy  
Dominion Chair Factory Store

#### BIBLE HILL:

C.W. Fraser Pharmacy  
MacQuarries Pharmacy

#### DEBERT:

Barnhill's Superette  
Debert Mini-Mart

#### FIVE ISLANDS:

Masstown Market Five Islands

#### GLENHOLME:

Double "C" Truckstop  
Glenholme General Store

#### GREAT VILLAGE:

Wilson's Gas

#### MAITLAND:

Frieze & Roy General Store

#### MASSTOWN:

Masstown Market  
MTM Retail Gas (Petro-Can)

#### NORTH RIVER:

Grant's Grocery

#### ONSLow:

Onslow Market

#### PARRSBORO:

CrossRoads Co-op  
Ken's Grocery  
Wright's Pharmasave

#### TRURO:

Atlantic Superstore  
MacQuarrie's Pharmasave  
(Esplanade)

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