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PO BOX #41 BASS RIVER, NS B0M 1B0
Publications Mail™ #40048924 - VOL. 28 NO. 6
JUNE 2024 **\$1⁹⁵ + HST**

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FRONT PAGE BRIEFS June 2024

The Nova Scotia Sport Hall of Fame will be announcing the 2024 inductees at a media conference on June 3, at 11am, at the boardroom in The Canada Games Centre.

Cliffs of Fundy Geopark will hold a networking session followed by its AGM at the Economy Rec Centre, Economy starting at 7 pm.

Portapique Community Centre will be officially opened at 12:30 on Saturday June 1st. A day of activities will be held from 9 am to 4 pm including a kitchen party with the Elliots and Friends from 1-4pm.

The annual Wentworth Recreation Centre Show and Shine will be held on the ball field on Saturday, June 22nd from 10-4pm. Other events will include the popular canteen throughout the day, starting with a 9am Breakfast.

The Truro and Colchester Chamber of Commerce Mayors and Chief's Breakfast will be held at Legends Gaming Centre, 15 Legends Ave, Millbrook, June 4th, 2024 starting 8:30 am with buffet breakfast.

Colchester Bike Week will be held June 1-9. For up to date information: E-Mail recreation@colchester.ca; Phone 902-897-3185. Contact Recreation Services, Municipality of the County of Colchester.

4,600 Jobs; \$314-Million Income

By Maurice Rees
4,600 Full time equivalent Positions, during construction and direct household income of \$314-Million was the projection given to Colchester Council when they received a presentation on Scotia Port from Dr. Ernest Korankye on May 6th.

Will Colchester become the Fort Mac employment centre of the east, as a key player in maritime trade and logistics? One could easily think that way when listening to Dr. Ernest Korankye of Endurance Equities during a presentation to Colchester Council on May 6th, a 17 page visual presentation.

Scotia Port is a joint 50/50 partnership between Endurance Equities & Millbrook First Nation. The board comprises of two members from Endurance Equities and two from Millbrook First Nation. Endurance Equity directors are: Matthew Stokes & Dr. Ernest Korankye. Millbrook First Nation directors are: Chief Bob Gloade & Claire Marshall.

Scotia Port aims to accomplish: We will be Atlantic Canada's first and only inland port; Modernize transportation efficiency and sustainability for Nova Scotia. Leverage 2,300 acres of land in Colchester County into 2,300 acres of economic opportunity. Be a net-zero operation sustained by renewable energy infrastructure via a 900 acre solar farm and boost economic ac-



tivity to rural Nova Scotia communities.

Scotia port is an inland port comprising: Rail Terminal; Logistics & Distribution Park; Industrial & Manufacturing and Commercial.

Quick Facts: Other parts of the presentation included ScotiaPort will increase supply chain efficiencies, reduce greenhouse gas emissions, and make goods transportation in Nova Scotia more efficient. Improved supply chain logistics

will be achieved through a sustainable, short-haul rail shuttle between Colchester County and the Port of Halifax.

ScotiaPort will provide needed container terminal space, cargo warehousing, logistics and distribution infrastructure, which is expected to increase in demand as the Port of Halifax and volumes of cargo increases. An interchange connecting ScotiaPort to Highway 104 will be a critical factor in unlocking the area's potential.

We'kopekwitk Terminal will be the first development within ScotiaPort. The terminal is a partnership between Millbrook First Nation and Canadian Rail.

Equipment Works and Services (CREWS).

Municipality Of Colchester County - ; Colchester County becomes a key player in maritime trade and logistics; Diversifies local economy creating a stable economic foundation for the future; Enhancement of the nearby Debert Industrial

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BY THE NUMBERS		
Estimates of economic impact over a 20-year build-out. (Based on 2022 projections)		
Full time equivalent positions	Direct Household Income (\$)	Provincial GDP (\$)
4,600 (During construction)	\$314 Million	\$470 Million
5,200 (At full operations)	\$349 Million	\$329 Million

Confidential: Property of Scotiaport Inc.

Stewart In, Mills out

By Maurice Rees
Colchester's Deputy Mayor Geoff Stewart has announced he will seek the Mayor's position in the October 2024 municipal election, while Truro long standing Mayor Bill Mills has announced he will not seek re-election as Mayor of Truro.

Geoff Stewart is a small business owner from Brookfield and currently serves as Councillor for District 3 and Deputy Mayor of the Municipality of the County of Colchester.



Geoff Stewart

Colchester's Deputy Mayor Geoff Stewart has announced he will seek the Mayor's position in the October 2024 municipal election, while Truro long standing Mayor Bill Mills has announced he will not seek re-election as Mayor of Truro.

Geoff and his wife Joanne, along with their two grown children and five grandchildren, enjoy camping, being physically active, and listening to live music as much as they can.

Mills has been mayor for 27 years, but has been on council for 37. He was first elected to office in 1987 as a councillor for Ward 1, Mills became mayor of Truro in 1997 - 27 years ago - after a brief stint as a councillor in his hometown of Amherst.

Mills entry into municipal politics goes back to 1979,

when he won a one year term on Amherst council, his hometown. Three months into his term, he had a job offer in Truro. He would continue to reside in his hometown while commuting between Truro and Amherst to keep his seat. Becoming established in Truro, he ran in 1982. Although he lost, Mills remained positive. Mills would run again in 1987, this time taking his seat on council.

After ten years as a councillor, Mills became mayor of Truro in 1997.



Mayor Bill Mills

Bass River Bridge Tender \$7,527,489

By Maurice Rees
On April 19th, Balodis Inc, Westville was awarded tender for construction of the new bridge in Bass River for a contract valued at \$7,527,489. In the public eye for several years and following several public consultation sessions, the tender call by Nova Scotia Public Works closed on April 12th, 2024.

During the design phases several models and options were presented to the public. At first design involved traditional cement girders, but these were rejected, partially because they these would raise the road bed level about 7-9 feet above current levels and would have necessitated an intersection between Hwy 2 and Maple Street which was unacceptable for residents. Three of the initial options

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