

Moose Killed on Hwy 104 Weavers Mountain

Submitted by Al Muir

After the September 29th death of a bull moose on highway 104 in Weavers Mountain, near Antigonish, the Moose Conservation Association of Nova Scotia (MCANS) has written Nova Scotia's public works and natural resources ministers asking for a Wildlife Toll to be enacted at the tolling station on the Cobequid Pass.

MCANS president Al Muir reported that the request was a follow up to a previous one sent to both ministers on February 14th 2025. The requested $1 fee would be applied to fencing and wildlife overpasses with plantings in highway sections of importance. MCANS has identified the Weavers Mountain area as the location requiring the most urgent necessary infrastructure additions.

Edward Dewtie, one of MCANS two resident experts on both moose populations and highway infrastructure in the area said, "This moose was spotted three times in the Kenzieville area behind the fence trying to get to the other side last week and this was reported to DNR.The fence protected it but four or five days later it ended up on top of Weavers where there is no fence and got hit trying to cross.They fenced on both ends of the mountain but it puzzles me why they didn't install fencing and overpasses in the main corridor for moose to cross from one mountain range to another".

MCANS member Thomas Baudoux offered his opinion that, "There should certainly be at least one wildlife overpass in the fencing gap on the mountain. It should be placed with two objectives in mind, follow the best, most likely route of travel on the landscape as if it were in the setting of no human influence, for example ridgeline, saddle, bench etc. and then look for evenly distributed distances from other existing passageways for other overpasses. In this case the Middle Brook bridge and West Barney's River bridge underpassages."For further information consult MCANS letter to the relevant government departments below or contact Al Muir at 902-616-4888 or by MCANS email.

For information on the circumstances surrounding the moose contact John Kennedy from the Antigonish field office of the Department of Natural Resources

Al Muir is President Moose Conservation Association of Nova Scotia

TO:
Honorable Fred Tilly, Minister of Public Works

Honorable Tory Rushton, Minister of Natural Resources and Renewables

CC:
Honorable John Lohr, Minister of Finance

CC:
Honorable Tim Houston, Premier Province of Nova Scotia

Dear Ministers Tilly and Rushton,

It is with profound sadness and hope that I write to you on behalf of the Moose Conservation Association of Nova Scotia (MCANS). We assume both of you are aware of the September 29th death of a mainland moose on the recently doubled Highway 104 on Weavers Mountain near Antigonish.

Thankfully the motorist involved did not suffer a similar fate.This incident serves as a reminder that both ensuring public safety on the highway and protecting endangered mainland moose is your shared responsibility.

The previous installation of fencing on some parts of that section of highway reflects an understanding that both wildlife and motorists are at risk in this area. Unfortunately that fencing was erected to impede moose crossings in the area, not to aid in safe crossing elsewhere. Given that understanding it is particularly disturbing that large expanses of the highway, including the one the moose died in, are devoid of fencing and offer very limited options for them to make a safe crossing. One of MCANS resident experts informed us that this moose was spotted three times last week in the Kenzieville area behind the fence trying to get to the other side of the highway and that was reported to the DNR.While the fencing in the area protected it, four or five days later it ended up on top of Weavers Mountain where there is no fencing or wildlife overpasses and tried to cross, getting hit in the process.There is fencing on both sides of the mountain by the highway but none in the main corridor for them to cross from one mountain range to another, leaving questions as to why that is the case.

The endangered Mainland Moose Recovery Plan is very clear on the issue of habitat connectivity. Historically moose moved through the areas on both sides of the highway and across the old highway more frequently when their numbers were more elevated.Wind turbine developments on both sides of the new highway have the potential of increased disturbances which might result in more frequent highway crossing attempts to avoid those disturbances.This would add to the normal increased movements precipitated by their fall mating seasons.

MCANS has written to you both previously on February 14th of 2025 requesting that a tolling mechanism be applied at the existing infrastructure on Highway 104 in the Cobequid Pass to finance both fencing and wildlife crossings.These additions would increase both public safety and animal welfare.

MCANS recognizes the increased fiscal restraints your government is currently operating under and the more limited monetary resources the general public is faced with.At the same time it is our carefully reasoned position that the public would support a $1 Wildlife Toll that would benefit both the public's safety and endangered moose. Such a fund would provide the capital for improved habitat connectivity and access for all species anywhere in the province that it is applied to in the future.That the infrastructure to collect it is already operational and portions of that toll can be applied to the costs of any additional workload required at the tolling stations makes this option particularly attractive.

It is MCANS position that the Weavers Mountain area is the most urgent priority in this regard. Our two experts in that area on both the moose populations and the highway infrastructure stand ready to assist in any way they can in helping to make this a reality. It is our hope that you recognize both the necessity of this measure and the value Nova Scotia's residents place on the wildlife we share this beautiful province with.

Respectfully, Al Muir, President
Moose Conservation Association of Nova Scotia

Nova Scotia's Forest Harvest Declines

Continued from page 1

clined, from about 170,000 to 134,000 cubic metres. Fuelwood, however, moved sharply in the opposite direction, rising from approximately 95,000 cubic metres to 187,000 cubic metres.

Much of the current discussion around the forest sector concerns finding dependable markets for lower-value material. Pulp, biomass, fuelwood and other fibre markets play an important role in determining whether a wider range of forest management activities are economically practical. The Registry numbers do not tell us what drove the change between pulpwood, energy wood and fuelwood, but they do show that the market mix changed considerably in only one year.

The report also points to a continuing reduction in the number of businesses buying primary forest products.

Nova Scotia had 138 registered buyers in 2021. That number fell to 117 in 2024 and 114 in 2025.The number of registered sawmills declined from 98 in 2021 to 82 in 2024 and 80 in 2025. Registered wood exporters declined from 10 to eight over the same period.

This does not necessarily mean that an equivalent amount of processing capacity has disappeared. Companies can change ownership, consolidate operations or move between categories. Nevertheless, the trend should be watched. For woodlot owners and contractors, the number and geographic distribution of buyers can be just as important as total provincial harvest volume. A forest industry with fewer outlets can create longer hauling distances, reduced competition for fibre and greater dependence on a smaller number of major buyers.

Exports of primary forest products remained relatively small. Nova Scotia exported about 51,900 cubic metres in 2024 and 49,400 cubic metres in 2025, roughly 2% of the provincial harvest.Almost all of the 2025 export volume was pulpwood.

For Cumberland County, the strongest message in this year's report may therefore be one of relative stability within a changing market.

The county continues to account for a substantial share of Nova Scotia's forest production, even as total provincial harvesting has declined. At the same time, the changing balance between Crown, industrial and private wood, the sharp movement among lower-grade fibre markets, and the continued reduction in the number of registered buyers suggest that stability in overall harvest volume should not be mistaken for an industry standing still.

For those involved in Cumberland's forest sector, those underlying changes may be more important to watch than the headline provincial harvest number.

This article was published in the Cumberland Forestry Advisory Committee October 2026 Newsletter and authored by Ron Furlong, CFAC Secretary

West Bay Wind Project SOLD

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ward, subject to a successful outcome in Nova Scotia's Green Choice Program and the completion of applicable regulatory, environmental assessment, and permitting requirements.

- The project is expected to be submitted to the Green Choice Program by the January 14, 2027, application deadline, with results anticipated in May 2027. If selected, construction could begin in 2028, with the project becoming operational by late 2030.

In the meantime, the ABO Energy team remains available during this transition. If you have any questions, please contact: Heidi Kirby, Communications & Engagement Lead, ABO Energy Canada, 1-902-329-9907 | Heidi.kirby@aboenergy.com

Moving forward primary contact at Northland Power will be: Darren Carl - Director, Project Development, Northland Power, 1-416-988-9198 | darren.carl@northlandpower.com



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