

# REES' Pieces

## "I too, like my fresh eggs, as even the Turkeys 'trimmed' get by Red Tape"

Turning Nova Scotia's economy around, so we are no longer running deficits and can pay down the debt is going to take the wisdom, energy and cooperation of everyone who have inputs or connections with our beautiful province.

Lack of job opportunities, high taxes and more money elsewhere have driven many bright young professionals to other areas. We have generations of hanging onto the past and an equal resistance to embracing change. It's that hanging onto the past and resistance to change which may be our downfall to successful implementation of the Ivany Report, which is heralded to be our path to riches.

Somehow Halifax and Ottawa need to understand rural Nova Scotia can be instrumental in rebuilding the economy, but only if they concede the statement is true.

Tourism could be the thing that saves us. Tourists flock to visit us because of our untouched beauty. If we don't implement a plan to restore rural infrastructure, there will be nothing but impeccable beauty and no one to greet the tourists.

We don't have the stats, but if we did, we'd realize there are many young and somewhat heeled entrepreneurs, who would love to carve out the rest of their career with a successful business in rural Nova Scotia. However, it is fool-hardy to expect young energetic people will move to a rural area if more post offices and smaller schools are closed and communication infrastructure is not improved.

Here's my take on what elected representatives, public service and crown corporations, at all levels, must implement first:

- Develop a policy to ensure small schools are not closed and students are bussed long distances over county roads.
- Communications such as cell phone and internet service on par to what exists in the urban areas.
- Raising capital is as easy if in an urban area.
- Get rid of some red tape and restrictions.

Many a politician has heralded the successes of farm markets, and how farmers can improve their income by "farm gate" selling, or establishment of more farm markets as is operating successfully in Truro. In fact consumer preferences are leaning to wanting to know where their food comes from and enjoy meeting the person who grew it.

It's a known fact there is a substantial increase in income for hobby or commercial farmers when they sell directly to the consumer. If government is serious about wanting to stimulate the rural economy and feel more food going directly from the farmer to the consumer is desirable changes are needed.

We've heard about the battle to have "backyard" chickens in Halifax and Fredericton and all the hooplah created by a few families who wanted their own fresh eggs. Now let's look at a somewhat similar situation, but out in the country, where there's lots of land, and a desire to supplement a family's income with a bit of hobby farming.

I was talking to a friend of mine, who got a call from his neighbour, a hobby farmer, informing him he would not be getting his usual three free range / organically raised turkeys at Christmas.

Let me set the story. A few years ago the hobby farmer raised a few turkeys, and being proud of his achievements decided to give a turkey to neighbours on each side of him. They really enjoyed the turkeys, which had been raised without chemicals. Next year they asked him to supply their Thanksgiving and Christmas turkeys.

As word of mouth spread more and more people wanted turkeys. However this year, the turkey marketing board has prevented him from purchasing the quantity of turkey chicks he needed. To get what he needed they wanted him to "purchase a quota". Now the supplement to the family's income has been reduced and his former customers will have to go to larger grocery store to get their fill of turkey.

So he might make \$10-\$15 per bird, but if he sold 100 birds, that \$1,000 might pay part of his taxes.

If McNeil's Liberals are serious about the rural economy, here's a place to start.

Space doesn't permit the listing of similar examples how red tape is restricting rural Nova Scotians from earning a livelihood in the place they prefer to live.

**Maurice**

# Letters to the editor

This is an open forum for your opinions and comments.

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## What If?

By Carol Hyslop

What if the Nova Scotia Department of Education looked at the declining enrollment in schools as an opportunity rather than a problem? What if a decline in the number of students meant for them smaller class size? more teacher time for students? more opportunity for interesting classes? more room on the playground? fewer busses? Smaller school boards?

What if the Nova Scotia Department of Education would acknowledge the value of small schools? What if small neighbourhood schools and rural schools were supported

in theory by the government? What if networks of small local schools were connected by today's technology?

What if technology was used to bring instructors (virtually) to the children wherever they happened to be instead of carting children (physically) to wherever the instructors happen to be? What if some learning activities took place in the outdoors or in the company of community elders?

What if the education system of Nova Scotia was structured in a way that benefited students rather than for the benefit of an administrative hierarchy? What if the Nova Scotia Department of Education would admit that

bussing is harmful to children? What if the Nova Scotia Department of Education were brave enough to break the cycle of "build big, close small and bus". What if the Department of Education would try new creative and innovative ways to educate our children? What if the gov-

ernment of Nova Scotia could break the shackles of the prevalent 1950's "mass production" mentality and enter the 21st century with a new outlook?

Wentworth Community School update: nothing new this week, school board staff on holiday, all activity on hold.

The Deadline for the October issue of  
**Shoreline** Journal is September 23

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**Economy's Post Mistress Susan Cameron is retiring at the end of August after over 30 years of service. The Economy Post Office, which has been operating out of her home, will close. Mail will now be sorted out of Bass River Post Office. Rural mail customers should see no interruption in service.**

## CTCL Receives \$32,914 for New Van



Donna Archibald, Belinda MacAloney, MLA Karen Casey, Danny MacGillivray (vice-chair, Rural Transportation Association and executive director of CHAD Transit in Pictou County), Bea Schaffer and Paulette MacNeil (l to r) pose for a photo following the Government funding announcement of \$412,990 under the Accessible Transportation Assistance Program. Locally the CTCL will receive \$32,914, towards the purchase of a new 7 passenger van. (Harrington Photo)

By Linda Harrington

Education and Early Childhood Development Minister Karen Casey, on behalf of Municipal Affairs Minister Mark Furey, announced the funding for new accessible vehicles for eight community transportation organizations.

"The province is committed to helping Nova Scotians in rural communities to get where they need to go," said Ms. Casey. "We want to ensure that safe and affordable, accessible transportation is available to Nova Scotians."

Government is investing \$412,990 under the

Accessible Transportation Assistance Program.

"With the grants from the provincial government, we are able to provide for the transportation needs of seniors, the disabled, and all other Nova Scotians who are transportationally disadvantaged," said Danny MacGillivray, vice-chair, Rural Transportation Association and executive director of CHAD Transit in Pictou County. "Accessible transportation in rural Nova Scotia contributes to making our province a better place to live and work."

The program helps rural transit services buy or convert

vehicles for accessible transportation. The program provides up to two-thirds of eligible costs, to a maximum of \$70,000 for new vehicles, and \$15,000 for used vehicles.

Municipal accessible transit services will be eligible to receive 50 per cent of the capital cost of the vehicle to a maximum of \$50,000.

Mary Loughed-Roy, Manager for Colchester Transportation Cooperative Limited (CTCL), a community based, non-profit transportation Co-operative says she is thrilled with the announcement, allowing CTCL to purchase a new 7 passenger van. "Our vans are always on the go and this new van will allow greater flexibility in the schedule," she says adding 30 to 40 clients use the service every day.

Bea Schaffer is one of those who benefits greatly from CTCL services. "I wouldn't get anywhere without the bus. I use it to go shopping and to appointments, they always try and fit me in."

Paulette MacNeil, another client of Colchester Transportation Co-operative Ltd., spoke to those gathered for the announcement saying she wouldn't be able to get out at all without the bus, using it to go shopping, visit her husband and to get to all of her appointments.

CTCL will receive \$32,914 towards the purchase price of the new van.

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

**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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