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# Caledon Citizen

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Thursday, November 18, 2021

Volume 41, Issue 46



Around 100 people gathered at the intersection of King and Queen Street in downtown Bolton to protest Highway 413. It was one of four protests against highways organized by Environmental Defence.

CONTRIBUTED PHOTO

## Residents gather in Bolton to take action against Highway 413

BY ROB PAUL

On Saturday, concerned residents in communities surrounding the proposed routes of Highway 413 and the Bradford Bypass gathered to raise awareness about the negative impacts the highways will have on the communities and the environment.

The day of action, organized by Environmental Defence, leaned on the rallying cry of "Greenbelt NOT Asphalt" to continue to pressure the Government of Ontario to can-

cel the highways for the sake of protecting the Greenbelt.

Although Premier Doug Ford just recently doubled down at an announcement in Caledon on the Province's desire to move forward with the highways and invest billions of dollars, the day of action had been planned for weeks.

Environmental Defence has been a leading voice in the fight against the highways, citing the unnecessary costs, environmental damage, and lack of long-term fix as reasons to doubt the highways will change anything.

"If built, Highway 413 would run from the Highway 401/407 interchange in Halton to Highway 400 in Vaughan. The highway would pave over farms, forests, wetlands and 400 acres of the Greenbelt and cost Ontario taxpayers upwards of \$6 to \$10 billion. Highway 413 would also add over 17 million tonnes of greenhouse gas emissions by 2050, at a time when cutting emissions is more urgent than ever," stated Environmental Defence.

Continued on Page 6



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## Kin Club honoured for exceptional work in challenging times

BY ROB PAUL

There are Kin Clubs across Canada striving to have a positive impact on their communities by raising funds and supporting organizations and charities in their area. Despite the trying times the pandemic has brought, over the last 12 months Kin Canada has been able to raise \$22,940,726 for Canadian communities and as an organization has given over 162,000 service hours.

When the pandemic hit over a year ago, many Kin Clubs found themselves in tough situations trying to keep their clubs together despite the inability to meet in person. As a result, it made it nearly impossible for them to grow.

Even with the additional challenges COVID-19 brought, the Kin Club of Bolton found itself growing in size as it continued to help Bolton and Caledon in any way it could.

Continued on Page 5



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# Caledon Remembers



Caledon residents, Council, and Town staff gathered on November 11 at the Caledon East Cenotaph to remember those lost as part of the Town's Remembrance Day ceremonies.

PHOTOS BY ROB PAUL

## Town Staff present proposed 2022 Operating budget to Council

BY ROB PAUL

With the 2022 budget for the Town of Caledon coming up, Caledon Council met with Town Staff for an overview of the operating budget and where things stand heading into December.

With the November 16 budget meeting fo-

cused on the proposed budget, the other key dates prior to finalizing the budget are an online budget Q&A until December 3 open to the public, a General Committee budget meeting set for December 7, and a final Council meeting on the budget on December 14.

In 2021, the approved projected Operating budget was \$114.6 million, with Town staff

proposing in the 2022 Operating budget a \$3,317,826 increase to the base budget with the 2022 proposed budget at \$120.8 million.

To bring in \$120.8 million in revenue, there's projected to be \$83.7 million in tax revenue (69.3 per cent), \$16.9 million in user fees and rentals (14 per cent), \$6.4 million in fines and penalties (5.3 per cent), \$1 million in grants (0.8 per cent), and \$12.8 million from other avenues (10.6 per cent).

The \$120.8 million would be split across several different areas: \$27.8 million going towards corporate accounts (23 per cent), \$17.2 million towards community services (14.2 per cent), \$17 million towards operations (14.1 per cent), \$11.3 million towards fire (9.4 per cent), \$9.5 million towards corporate services (7.9 per cent), \$9.4 million towards the office of the CAO (7.7 per cent), \$8.4 million towards engineering services (6.9 per cent), \$6.6 million towards building and minimal law enforcement services (5.5 per cent), \$5.2 million towards planning (4.3 per cent), \$4.8 million towards Caledon Public Library (4 per cent), and \$3.6 million towards finance (3 per cent).

With this being the second straight year Council must approve a budget while dealing with the fallout of the pandemic, it makes things slightly trickier.

"The Town itself is recovering from the pandemic and how will that impact the practicality of actually implementing all the service growth that are departments initially set out to propose," said Dan Labrecque, Caledon's Acting Chief Administrative Officer. "Taking a less active stance on enhancing our capacity and capability this year has the benefit of maintaining inflation level tax increases and

respecting our own challenges as we exit from the pandemic."

Throughout the budget process, the Town has been seeking feedback from the public to see what aspects they would like to see the budget prioritize, and staff have found many residents would be willing to pay more taxes to advance the municipality.

"Recently we used our new public engagement tool to reach out and survey residents," said Labrecque. "At first blush, 200-plus residents may not appear significant, but it out-scales previous years contributions through other channels that we've used, so we need to listen. Throughout the survey, residents identified many areas that they were interested in seeing more service growth than in other years.

"One area of the survey that was interesting was in regard to taxes and user fees; historically most citizens in the province would rather see lower tax rates, but there seems to be a growing awareness in communities that municipal services are critical in the achievement of great qualities of life. To that point, 58 per cent of respondents would rather see increases in taxes or user fees to sustain or grow services as compared to 24 per cent that would rather see services reduced to hold taxes steady—18 per cent had no take on it."

The presentation on the 2022 proposed budget by staff was to give Council an idea of how things will look as they work towards finalizing an Operating budget over the next month. Residents are still encouraged to provide their thoughts and feedback on the 2022 budget via the Have Your Say Caledon website that can be reached at [haveyoursaycaledon.ca/caledon-budget-2022](http://haveyoursaycaledon.ca/caledon-budget-2022).

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# Coywolf Enterprises opens Lost Bear Market in Inglewood



Ariel Somes and her team at Coywolf Enterprises have opened their second business in Inglewood after opening Coywolf Coffee in the summer. Lost Bear Market is a modern take on the country marketplace and offers fine foods and provisions.

**PHOTO BY ROB PAUL**

Growing up in Cheltenham, Ariel Somes always had a passion for the Caledon community. In her youth she played hockey in Inglewood and over the years she began to notice fewer and fewer businesses and events happening in the village.

With her successful endeavour as owner of Lothlorien Equestrian Corporation—one of the top private jumper barns in Canada that specializes in high quality breeding, training, and competition around the world—Somes wanted to turn some of her attention to making a positive impact on Inglewood.

So much so that not only did she have the goal of opening one business, but she set her sights even higher with the idea of four businesses. A few months ago, Somes and her team at Coywolf Enterprises opened Coywolf Coffee on McLaughlin Road—a cozy coffee shop and cafe that prides itself on its small-town hospitality.

"There were less and less open businesses in Inglewood and it sort of started to become a bit of a ghost town," said Rebecca Staunton, Coywolf Enterprises' Chief of Staff and Business Manager. "The coffee shop opened in June and Ariel had spent many years in coffee shops all over the world and thought the idea would be great for a small town and that's how that came together. Then when this lovely building down the street on McLaughlin (that had been many things, a bank, a flower shop and an art gallery) became available, [Somes] bit the bullet and purchased it. Now, we're going to have three more businesses housed under one roof. We're really trying to give life back to the town because there was nowhere to go to grab a coffee or for kids to hangout or to meet a friend. Now they'll have options and it's an amazing vision to meet the needs of the community."

Now, just this week, Coywolf Enterprises has opened Lost Bear Market on McLaughlin Road, a modern take on the country marketplace.

"Lost Bear Market just opened on Monday (November 15)," Staunton said. "It's a fine food and provisions store. We have a kitchen in the back with a chef who is preparing ready-to-go entrees. We have a really lovely menu with lots of different

offerings—soups, lamb shank, flatbreads, and we have sandwiches and salads to pick up to go. There are also really beautiful locally made goods and high-end fare such as really fine olive oils, vinegars, hot sauces, and gourmet potato chips and vintage candy to buy. There are some great charcuterie boards and lovely wooden trays made in Muskoka, local soaps, and preserves. Then there's a freezer section and a produce fridge, plus, we have dog treats and sweatshirts. Also, 95 per cent of it is Canadian made—only the olives aren't because they have to be imported, obviously."

Although it's been just a few days since opening, Coywolf Enterprises is excited to bring something to Inglewood that it didn't have before, and Staunton thinks the team they've assembled to run Lost Bear Market will thrive in the opportunity.

"It's been going really well and it's such a lovely space," Staunton said. "It can be a pickup place for a quick meal, or a place to buy a hostess gift or Christmas present. We wanted it to be a one-stop shop. We have an amazing manager, Megan, who was a pastry chef [previously] and owned her own business in Australia for six years, and our chef, Mark, is local and has 17 years in the industry. We have a really great team and it's been fun. It's been a great time to open, we wanted to get our feet wet before the Christmas rush."

With Caledon being such a widespread Town, Inglewood didn't have place to shop that could keep residents close to home, but Staunton says Somes saw a chance for Lost Bear Market to be that while continuing to emphasize the importance of shopping local.

"Ariel travels a lot with her equestrian corporation, and she had spent a lot of time noticing nice little shops in her stops across Europe," Staunton said. "She realized this lovely building in Inglewood was sitting empty and there was nowhere nearby for the residents to really go and shop. You have to go quite far to get to a grocery store and so Ariel thought what if we offered something a little different than a typical grocery store but not so expensive that it won't appeal to the vast majority of residents."

Not only will Coywolf Enterprises be opening four businesses in Inglewood, they also have plans to bring more events

to the village and that starts with the upcoming holiday season.

"We're planning on having some really fun events," Staunton said. "We have a Christmas market coming up on December 4 and 5 with Comet, the reindeer visiting. We'll have lots of local things for sale like holiday wreaths and centrepieces by local floral designer, Twine & Tendril and some local artists and artisans."

Under the Coywolf Enterprises umbrella, Somes and her team have opened Coywolf Coffee and Lost Bear Market with plans to open up an ice cream shop in the spring and summer months and Bird Dog Fitness in 2022.

"This building had the space for the market and beside it we have the Cub—an ice cream shop that we only had open for about a month in the summer due to COVID—and above we're going to open a Pilates fitness studio," said Staunton. "We're ex-

cited it's all housed in one building. We decided to keep the ice cream shop seasonal and we're planning to have a big opening next spring because we weren't able to do that this year. But we are hoping when the fitness studio opens in the new year that clients will be able to go downstairs and have a smoothie made for them."

One of the most important aspects of the Lost Bear Market is their commitment to homegrown products, something that has become even more crucial throughout the pandemic.

"It's great that Ariel is local, so she knows what people in this area want and it's also amazing to have a female-owned business that relies on mostly Canadian suppliers, which are both very important things," Staunton said. "It's a mandate that we have that we not only want to support Canadian businesses, but a lot of local businesses, too."

## Public Notice



### Notice of Intention to Adopt a Budget

The Council of the Regional Municipality of Peel is providing notice that it intends to adopt the 2022 Regional Operating and Capital Budgets, accompanied by a By-law to change user fees for Regional services. This includes fees or charges for the use of Peel water, wastewater, sewer, and waste management systems, and any increases, additions, deletions or changes to the Fees By-law.

The 2022 Regional Operating and Capital Budgets will be available at [peelregion.ca/budget](http://peelregion.ca/budget) as of November 10, 2021.

Due to the efforts to contain the spread of COVID-19, there will be no public access to the Council Chambers. The meeting will be live streamed on [peelregion.ca](http://peelregion.ca).

Anyone wishing to make a written submission or virtual representation at the Regional Council Budget meeting, please email your submission or request to delegate to the Office of the Regional Clerk at [regional.clerk@peelregion.ca](mailto:regional.clerk@peelregion.ca) or call 905-791-7800, ext. 4465.

The Regional Council Budget meeting to commence discussion and consideration of the Regional Operating and Capital Budgets is scheduled for:

Thursday, November 25, 2021 at 9:30 a.m.  
10 Peel Centre Drive, Suite A  
5th Floor, Council Chambers  
Brampton, ON L6T 4B9

The Budget may be approved in whole or in part at the above-noted Regional Council Budget meeting or any subsequent Regional Council Budget meeting. If the matter is considered at a subsequent Budget meeting of Council, no additional notice will be provided unless Regional Council directs otherwise.

#### Contacts

Gary Kent  
Commissioner of Corporate Services and Chief Financial Officer  
905-791-7800 ext. 4759

Aretha Adams  
Deputy Regional Clerk  
905-791-7800, ext. 4325

#### Media inquiries

Bethany Lee  
Communications Manager  
905-791-7800, ext. 8556

Dated this 4th day of November, 2021

*Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.*

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### DECEASED DRIVER IDENTIFIED AFTER KING STREET CRASH

Officers from the Ontario Provincial Police (OPP) Caledon Detachment are investigating a fatal motor vehicle collision that occurred on King Street, in the Town of Caledon.

"On Sunday, November 7, 2021 at approximately 5:30 p.m., officers responded to King Street westbound between Mississauga Road and Heritage Road for the report of a two-vehicle collision," say Police. "For unknown reasons, a motorcycle traveling westbound lost control causing the driver to be ejected. An eastbound vehicle struck the driver resulting in fatal injuries."

"Collision reconstructionists from the OPP Central Region Traffic Incident Management and Enforcement Team are assisting with the investigation. King Street was closed for several hours for the investigation."

Justin Gun-Munro, 31, from Mississauga was pronounced deceased at the scene. Anyone who may have witnessed the collision is being asked



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to contact the OPP Caledon Detachment at (905) 584-2241.

### LIFE-THREATENING INJURIES

Officers from the Ontario Provincial Police (OPP) Caledon Detachment are investigating a serious motor vehicle collision that occurred in the intersection of Highway 10 and Old School Road, in the Town of Caledon.

"On Tuesday, November 16, 2021 at approximately 7:10 p.m., officers responded to Highway 10 and Old School Road for the report of a two-vehicle collision," say Police. "For unknown reasons, a north and southbound vehicle collided in the intersection. As a result of the collision the driver of the northbound vehicle sustained life threatening injuries."

Collision reconstructionists from the OPP Central Region Traffic Incident Management and Enforcement Team are assisting with the investigation. The intersection was closed for several hours for the investigation.

Anyone who may have witnessed the collision is being asked to contact the OPP Caledon Detachment at (905) 584-2241.

### IMPAIRED DRIVING CHARGES

Officers from the Ontario Provincial Police (OPP) Caledon Detachment have investigated a motor vehicle collision resulting in the arrest of one involved driver.

"On Wednesday, November 10, 2021 at approximately 7:00 p.m., members of the OPP Caledon Detachment responded to a three-vehicle collision near the intersection of Mayfield Road and McVean Drive in the Town of Caledon," say Police. "Two occupants of involved vehicles were transported to hospital with minor injuries."

"As officers investigated the collision, one driver showed signs of impairment and was arrested at the scene."

Mandeep Samra, 40, from Brampton, has been charged with the following offences:

- Operation of a Motor Vehicle While Impaired
- Operation of a Motor Vehicle - Over 80mgs
- Possession of Scheduled 1 Substance - Heroin
- Drive with Open Liquor
- Careless Driving

The accused is scheduled to appear in Orangeville Provincial Court in January 2022.

The charges have not been proven.

Anyone who may have witnessed the collision is asked to contact the OPP Caledon Detachment at (905) 584-2241.

### INSECURE LOADS

Officers from the Ontario Provincial Police (OPP) Caledon Detachment are reminding motorists to be mindful of how they secure their loads following a traffic stop in Caledon.

"On Thursday, November 11, 2021 officers from the OPP Caledon Detachment were shocked to see a motorist driving on Mayfield Road near Highway 410 at 7:15am with his load of two mattresses on top of his car held on only with a fitted bed sheet," say Police.

"The driver of the vehicle had recruited two friends to help move some mattresses. The front right and rear left passenger were holding the ends of the bed sheet by hand as it was draped over the mattresses. This held sheet was the only means of securing.

"The driver, a 25-year-old from Brampton, was charged with the offence of Insecure Load under the Highway Traffic Act which carries a fine of \$160 and no demerit points."

The charges have not been proven.

The OPP Caledon Detachment is reminding motorists that if they are planning on moving large objects it is important to plan ahead and use the right tools.

- If possible use a van or truck with an enclosed cargo area
- Use proper strapping, such as ratchet straps,

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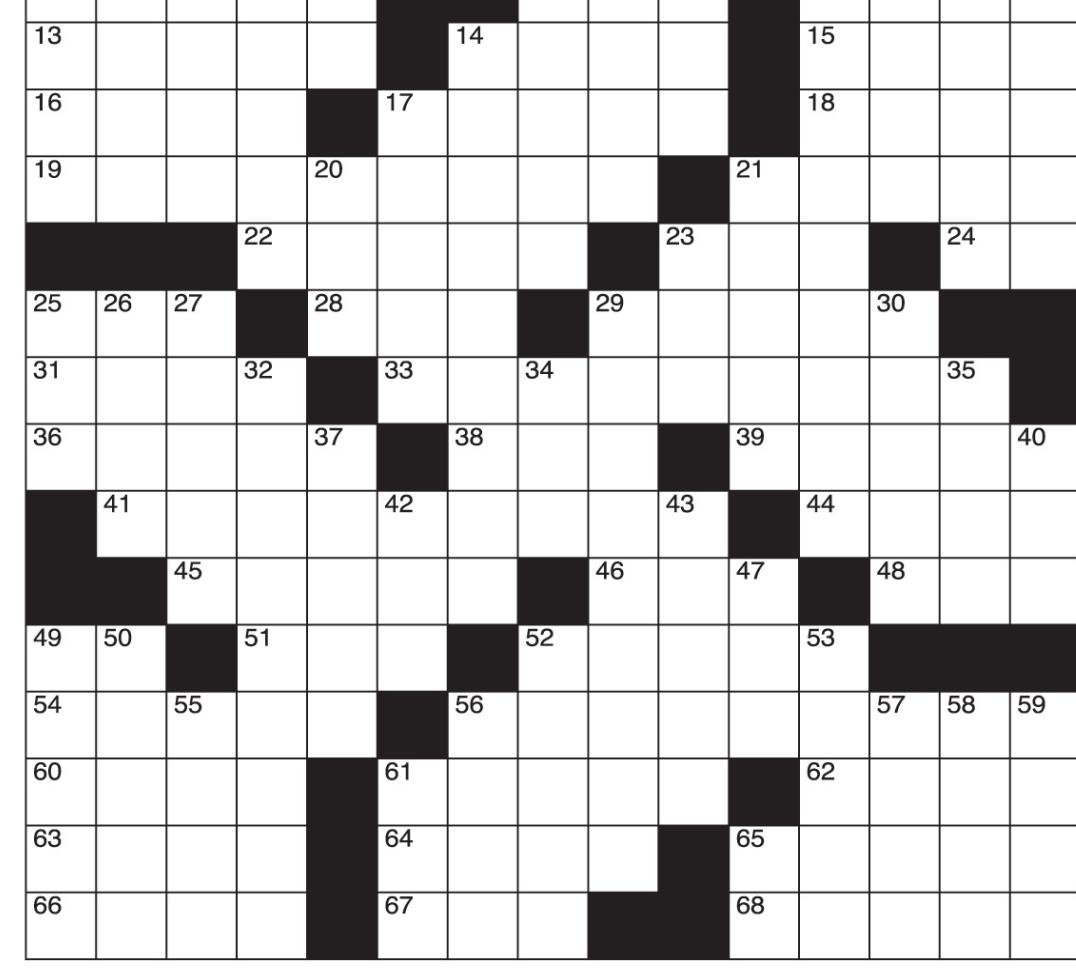
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## The Citizen CROSSWORD



### CLUES ACROSS

1. German philosopher
6. A type of stock trading (abbr.)
9. Cincinnati ballplayers
13. Deerlike water buffaloes
14. Island
15. Jewish calendar month
16. Round Dutch cheese
17. Unstressed syllable of a metrical foot
18. A restaurant needs one
19. Decent behaviors
21. Groans
22. Works hard
23. Upset
24. A sound made in speech
25. One point east of due south
28. Boxing's GOAT
29. Whistles
31. Tailless amphibian
33. Surrounded
35. Sprays with an irritant
36. Jacobs and Summers are two
37. Disfigure
38. Scientists' tool (abbr.)
39. Sign of injury
41. Tracts of land (abbr.)
43. Dry or withered
44. Dry or withered
45. Sign of injury
46. Tracts of land (abbr.)
47. Dry or withered
48. Dry or withered
49. Dry or withered
50. Dry or withered
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68. Dry or withered

### Solution in CLASSIFIEDS

- |                                       |                              |
|---------------------------------------|------------------------------|
| 3. Provoke or annoy                   | meters                       |
| 4. Type of lounge chair               | Central processing unit      |
| 5. Losses                             | Chinese native religion      |
| 6. Makes less severe                  | Unfermented juices           |
| 7. Identifies a thing close at hand   | degree"                      |
| 8. Group of blood disorders (abbr.)   | Frozen water                 |
| 9. Rebuilt                            | Medieval circuit courts      |
| 10. Ancient Greek City                | 1,000 cubic feet (abbr.)     |
| 11. American investigative journalist | Gossipy                      |
| 12. Partially melted snow             | Shopping is one type         |
| 13. Mexican beverage                  | Palmlike plant               |
| 20. Patti Hearst's captors            | Partner to "ooed"            |
| 21. Jacobs and Summers are two        | Welsh name meaning "snow"    |
| 23. Disfigure                         | Popular Mexican dish         |
| 25. Scientists' tool (abbr.)          | It helps power devices       |
| 26. Ill-mannered person               | Reddish-brown wildcat        |
| 27. Overhang                          | Impertinence                 |
| 29. Famed rat catcher                 | Legal financial term (abbr.) |
| 30. Passover feast and ceremony       | Atomic #52                   |
| 32. Equal to 10                       |                              |

No one has more self-confidence than the person who does a crossword puzzle with a pen.

# Kin Canada honours Bolton club as they continue to make a difference in the community

Continued from FRONT

Due to the club's growth, Kin Canada honoured the club with the most prestigious award a Kin Club can receive as the Kin Club of Bolton won the Ken Pierce Membership Growth Award.

"On behalf of Kin Canada, we would like to congratulate you on winning the Ken Pierce Membership Growth Award," wrote Jennifer Burry, Kin Canada National President, to the Kin Club of Bolton. "We realize that this award was a difficult one to obtain this year because of the unforeseen pandemic, but your club managed to stay on top. Thank you for continuing to believe in our association. Without dedicated clubs like yourselves we literally wouldn't exist."

Kin Club of Bolton Executive Howard J. Phee credits the efforts of membership co-chair Leslie Caldwell and Andréé-Ann Rousseau in growing the club when many others found themselves in a hole due to the circumstances of the last year and a half.

"There are 420 clubs in Canada and to receive the Ken Pierce Membership Growth Award for the largest growth in Canada is a very prestigious award," said Phee. "We didn't even know we were going to receive it; they didn't tell us in advance, and it was just [awarded] to us. The National Board of Directors of Canada for our association looked at what Leslie and Andréé-Ann had been doing for the last year and a half and as it turned out we grew. During COVID, most clubs lost members and some even closed, and we had grown to 36 members from 28 during the pandemic. We are now the largest Kin Club in Ontario."

To not only sustain their current membership but grow throughout the pandemic was no simple task and the Kin Club of Bolton kept everything running thanks to the focus they put on keeping members engaged and giving the club a family feel.

"It wasn't easy," Phee said. "During the pandemic, we've continued to have virtual calls with our members and communicating during the pandemic was critical. It was difficult and it took more work, but we've been able to keep people together."

"We tried to build it as not a club that we're just all giving time to, but if you needed somebody at 2 in the morning, there are names on the list who you know you could call for them to be there for you," said Caldwell. "I tried to keep it so that we are friends and that when you come together, you're happy to be together as we're doing good for the community. You feel good about working with like-minded people, but it's also a friendly environment and people are excited to see each other."

"On the video calls it was more difficult, but we tried to make it more interesting and played some online games and continued to keep the emotional connection going. It's easy to drop-off when you don't see people—churches and schools found that. You really have to make that emotional connection so that people want to be on the call."

The driving force behind why the Kin Club of Bolton continued to work as hard, if not harder, despite limitations this year, was that the member knew there were so many people in the community relying on them.

"We knew we had to keep the money rolling to make sure all the projects we support would continue to run smoothly," Phee said. "We support kids who have cystic fibrosis every year by making a large donation to the Cystic Fibrosis Foundation, we donate to a scholarship fund where students locally are selected, the boy scouts, we run a Christmas gift exchange at the King Nursing Home, bingo at Vera Davis Community Centre, Meals on Wheels; we always donate to Bethel House, and the list goes on. We're also a major supporter of Meaghan's Music Room and we've donated substantial money to keep the program going the last three or four years. It's a music program for young adults with physical and mental challenges."

"A lot of the time that's their biggest outing, they don't get to go on a bus to play with the football team or things like that," Caldwell said. "For them to have this music program is so important. There are children there who can't speak, but it's absolutely amazing how musical they are and it comes out in different ways and they're so proud of themselves. We're so proud to be a part of developing those talents in those children."

The Bolton Kin Club donates to over 20 national and local charities every year, which takes a substantial budget and one of their main fundraisers is the toonie sales they run and even though they couldn't hold them for most of COVID, they continued to do what they could to hit the ground running when things opened up again.

"At Zehrs, there are clothing collection bins, and we manage those on a daily basis. We take the clothing from there to our clubhouse and we sort the clothing, and we have toonie sales (not during COVID) and it's any item for \$2. We have those essentially every two months at the Presidents Building. It's quite a chore but it's how we raise the money to continue to support the charities that we have in our budget."

"The pandemic didn't stop us from collecting clothes, we continued to collect and sort

the clothes and put them aside throughout the pandemic. Last month, we had our first three toonie sales with COVID protocols in place."

A problem the club has run into in recent months though with the toonie sales is people throwing garbage (everything from mattresses to drywall) into the bins and the Kin Club of Bolton is pleading for people to stop and understand what those bins are for.

"Unfortunately, people have also been dumping garbage in our clothing bins," Phee said. "It's become a garbage dump when it's supposed to be clothes for the needy and it's making our work much harder. People have not been kind to it and we need all the money that we can raise to continue to support charities."

With everything going on throughout the pandemic, the Kin Club of Bolton could have easily taken a step back until things began to return to normal, but they knew the situation would only put more people in need of their fundraising and it motivated them to continue to work hard for the community they love.

"I really believe it's our love of people and love of community," said Caldwell. "We are very proud of how much volunteer hours we give per week and per month to give back to our community. With the toonie sale, every item is \$2, from wedding dresses to Lululemon pants to anything that's put in that bin. There's a lot of families that cannot afford to send their kids to school in Aéropostale or things like that and the joy of seeing the parents come in and knowing their kids will go to school and be proud of the clothes they're



wearing, and they got it for \$2. That motivates you and keeps you going."

"We work with CCAC (Home and Community Care Support Services) when there's families in need and we give them a specific card for them to use and come. We support those families where they can shop if there's been a fire in their home or if there's mothers who have left with just the clothes on their back for their children. We do a lot of behind-the-scenes support and the CCAC knows who to get a hold of within our club and we will furnish them, look after them, and do anything to help people and community."

The Bolton Kin Club is now in the process of getting ready to launch their Santa Claus drive-by parade for Saturday, December 4. It's

one of the biggest ways they give back to the community each year and although it's looked different during the pandemic, they're excited to be able to give residents a little bit of normalcy this holiday season.

"People come to us now and they always want to know if we're still going to be running the Santa Claus parade in some way," Phee said.

"I think sometimes people don't realize it takes thousands of dollars to put a parade on," Caldwell said. "We have to raise major funds for it because there's over 20,000 people who come out to the Bolton Parade and they count on it for their kids and Santa's there every year. We were devastated last year we weren't able to get the permit for the road closures due to COVID with people standing too close and so we did a drive-by last year where the parents just have to come to the end of their driveway with their kids and we have a route where we go throughout all of Bolton. We had Santa come to you, so you don't have to come to Santa, and it allowed us to keep the social distancing. We're doing it again that way this year and it's a huge initiative that we give to the Town—I couldn't imagine Bolton without a Santa Claus parade."

"People come to us now and they always want to know if we're still going to be running the Santa Claus parade in some way," Phee said.

For more information about the Kin Club of Bolton, their upcoming toonie sales, the Santa Claus Parade, or to become a member, visit [www.boltonkin.com](http://www.boltonkin.com).

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## Residents gather in Bolton to take action against 413

Continued from FRONT

"The Bradford Bypass would cost \$1.5 to \$2.2 billion and run between Highways 400 and 404 through the heart of the Greenbelt's Holland Marsh Wetland in the headwaters of Lake Simcoe. The highway would pave over the habitat of several endangered species, increase greenhouse gas emissions, add more salt pollution to Lake Simcoe and contaminate private wells of homes along the route."

The four locations that gathered residents to participate in the day of action were Bolton, Holland Landing, King City, and Mississauga.

"Communities along the proposed route for the 413 and Bradford Bypass are saying 'no' to paving over their natural environments, Greenbelt, and productive farmland," said Keith Brooks, Programs Director, Environmental Defence. "Ontarians are saying no to creating more car-dependent communities and spending billions on these highways that will enrich a few wealthy developers at the expense of the rest of the province. These highways will not help with congestion, but they will cause irreversible damage to our environment and climate. We will stand with the local communities opposing these destructive projects to the end."

Caledon resident and environmental activist Dan O'Reilly was the organizer of the day of action in downtown Bolton that saw around 100 people show up to the King and Queen Street intersection to voice their displeasures with the highway.

"Highway 413 will cut the Town of Caledon in two, facilitating sprawling warehouse and housing developments," said O'Reilly. "It will be Caledon's version of the Berlin Wall—only a whole lot longer. Unlike the Berlin Wall, it will never be torn down once built."

Among those in attendance were Ontario Green Party Leader Mike Schreiner, 2021 Dufferin-Caledon Green federal candidate Jenni Le Forestier, Caledon Councillor Ian Sinclair, and plenty of residents who are concerned about what will happen if the highway is built.

"Highway 413 is an ill-conceived solution for traffic congestion that is based on old and biased information, aimed to use desperately scarce taxpayer dollars to financially benefit a select group of landowners and special inter-

est groups," said Vaughan resident Irene Ford. "Proceeding with Highway 413 will see the unnecessary destruction of some of the GTA's most pristine and sensitive environmental lands when various experts have provided more cost-effective and environmentally friendly solutions for addressing current and future transportation needs. In a world of increasing climate and financial crisis we need our political leaders to have the courage to think and act differently."

O'Reilly said he was happy to see such a strong turnout, more than tripling the previous day of action's numbers, and he's hopeful larger gatherings will come down the road to continue to bring attention to the cause.

"It was more than I expected, you're never quite sure what kind of response you're going to get—we had about 30 show up at our day of action in the summer," said O'Reilly. "People just showed up, took a sign, and we had all four corners of the intersection staffed."

"Mike Schreiner told us to touch base with him about maybe organizing a rally in Queen's Park, that's a possibility and there was someone from Orangeville who was interested in having a protest in Orangeville. It's worth pursuing more rallies, particularly the Queen's Park rally because it would gain a lot of traction."

After seeing Mayor Allan Thompson at Ford's announcement in Caledon last week, O'Reilly and his fellow residents who oppose the highway want to hear from Council on why they want the highway.

"I don't know why Mayor Thompson hasn't grasped the concept that most people here oppose the highway," said O'Reilly. "I don't know why he's standing with Doug Ford and hitching his wagon to Doug Ford. Since the Mayor has come out so forcibly for the highway, I don't think we're going to change his mind, or the majority of Council—Council Sinclair is opposed and was there. It's very important to have at least some of Council on our side."

During his announcement in Caledon, Ford was asked pointblank his thoughts on the residents in the areas the highways will go protesting them and implied it was only those from Toronto who are against it. O'Reilly says that's not the case in Bolton.

"There were people from different areas, but there were a lot of people from Bolton there," O'Reilly said. "It wasn't all—to use Doug Ford's words—downtown Toronto elitists that were there to oppose the highway. Ford's statement (about it not being the people in the communities the highway will go) was garbage. It's important to continue to show it's the residents who don't want it."

As for the reasons Ford has stated the highway is needed, O'Reilly and those who oppose point to the shortsightedness of negatively impacting the environment for a quick fix that won't last.

"He's just using 1950s talk," said O'Reilly. "Ok, in the short-term it will create jobs, but that will be a limited short-term gain. Why don't we focus on other ways to create construction then instead with more rapid transit. The thing about the GO train coming to Bolton is that won't even be coming until about 2051. And the argument about the highway relieving congestion is also short-term. It will initially, but it will be used more and more and if public and accessible transit are not available, well, then more people will use the highway."

"Plus, there's the landowners along the proposed route and they'll pressure to have more housing and warehouses and then a few years from now it will be just as congested as any other highway. It reflects an outdated planning model that promotes sprawl where everybody has to get in their car and drive everywhere."

### FOOD DRIVE FOR THE EXCHANGE

Bolton United Church will be collecting food donations for The Exchange and is inviting the Community to participate.

Members of the congregation will be in the church parking lot to receive donations between 10 a.m. and 12 noon on the following Saturdays: November 20, November 27, December 4, and December 11, 2021.

Please check expiry dates.

Gift cards can also be given.

Please note The Exchange is NOT collecting toys.

#### Location:

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## Chamber of Commerce to award Bolton Bicentennial Awards each month

BY ROB PAUL

As part of the Bolton Bicentennial celebration, the Caledon Chamber of Commerce, in partnership with the Bolton 200 + 1 Committees, will be recognizing 200 individuals or local Bolton businesses that have made valuable contributions to the village over the years.

The Heart of Bolton Bicentennial Award highlights recipients who have demonstrated exemplary leadership qualities and have put their heart into the community.

A total of 25 awards will be distributed each month from November 2021 to June 2022.

The reason for the award is not only to celebrate Bolton's bicentennial, but to continue to support local and bring attention to those who have worked hard for their community.

"We partnered with the Bolton 200 + 1 Committee to celebrate the Bicentennial because this year there's going to be a whole bunch of different stuff going on to celebrate Bolton's 200th year," said the Chamber's Trudy Valier. "We decided through Verdi Alliance—who sponsored to pay for all the trophies—to go forward with this. Someone came up with the idea because with the Shop Local campaign we wanted to spotlight locals in the community. The nominations are on our website, and we encourage people to visit and nominate

those they think are deserving."

When the idea came up, the Chamber thought it would be a perfect concept to spotlight key businesses and people in the community while building the Chamber up towards becoming a key pillar of both the Bolton and Caledon.

"We want to get back out there in the community," Valier said. "Hopefully next year we can do more for the community with some activities, but we thought for now this would be a nice way to make a positive impact. When this idea came up, we all thought it was such a great idea."

"Every month, three of us will go through all the nominations and figure out what they've done that's exemplary for the community. It's not just volunteers, but it's companies and stores too who can make a difference."

The Chamber is hopeful that if the Heart of Bolton Bicentennial Awards go well this year that they'll continue as a way to bring focus to those in the community who deserve credit for their efforts.

"We've already got some nominations for November and then going forward it'll continue until we have 200," Valier said. "Hopefully, this goes really well and next year we can do 201 and then 202."

If you are interested in nominating a business or individual for the Heart of Bolton Bicentennial Award, visit [caledonchamberofcommerce.ca](http://caledonchamberofcommerce.ca).



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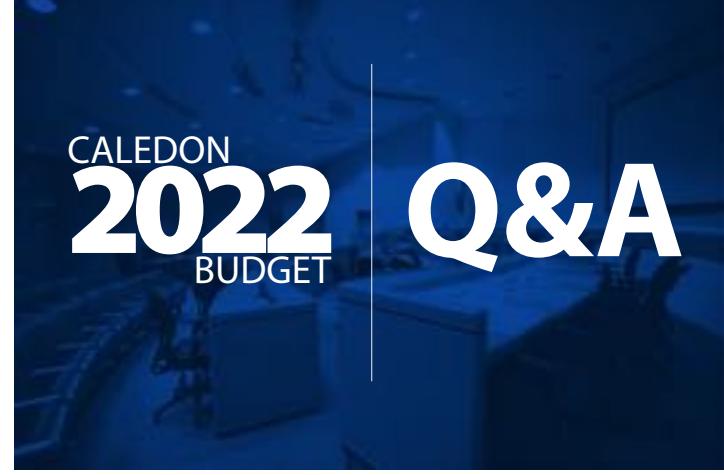
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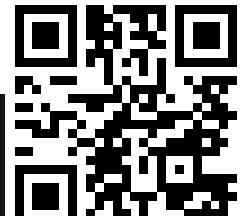
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The Q&A will remain open until Dec. 5, 2021.



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## How do you prefer to vote?



Election planning is underway for the municipal and school board election taking place October 24, 2022.

The Town is seeking input from the public on preferred methods of voting to ensure the process is easy and flexible.

Please complete the survey on voting options and tell us which method you prefer and why.

You can also tell us about your voting experience in the 2018 election and how it can be improved.

[haveoursaycaledon.ca](http://haveoursaycaledon.ca)

This survey closes Dec. 13, 2021 at noon.

## Tell us what you think about our social media



Help us improve the way we communicate and connect with you on social media. The Town of Caledon invites you to share your ideas by answering a short survey.

Your feedback will shape how we run our social media accounts and ensure we provide you with useful, timely and relevant updates.

Complete the survey for a chance to win one of three 10x Recreation Passes.

[haveoursaycaledon.ca](http://haveoursaycaledon.ca)

This survey closes Dec. 2, 2021 at noon.



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**Brock's Banter**

# One step forward after a shove or two back

BY BROCK WEIR

It is staggering to think just how much things have changed over the last 20-or-so months.

Our physical worlds became smaller as we were asked to stay at or close to home. Our workplaces have changed drastically. Our social networks – that is, networks of face-to-face contacts, not the virtual realm of how “social network” is defined today – have undoubtedly taken a hit. Our outlets to decompress – intellectually, creatively, and otherwise – have been limited and, in general, the rhythms of our day-to-day lives have been significantly disrupted.

Despite a recent pause in the Province’s plan to get us back to a maskless new normal due to rising cases of COVID-19, we are gradually rediscovering these outlets, getting a jolt of what we had been missing, and are seeing how these paused outlets fit in with the new outlets we now hold dear, ones which were born out of necessity during the global pandemic.

We have been catching up with friends and family again, some of whom have been just out of reach since March of 2020. We are re-learning the ways of working in the office. And, whether we are inching out or bursting forth in heading to the border – any border – at the first sight of a green light, our worlds are expanding once again.

As much as the world around us has changed, and as much as it hasn’t, the global pandemic has, in many ways, changed our perspectives.

As our worlds closed in, many of us took the time to explore our immediate neighbourhoods and maybe, for the very first time, engage with neighbours from a safe distance.

We discovered, perhaps to our surprise, what we now define as “frontline workers” go through every day, not just in the face of invisible danger.

We took stock on the very individuals who are essential in keeping us safe every day of our lives, from doctors, to nurses, to first responders, to hospital staff of every job description and level of visibility, and did whatever we could to honour their service and fight for what they deserve.

But I feel many of us already knew the importance of engaging with our communities. We already knew what the non-medical frontline workers go through every day, regardless of a pandemic, simply from being on the other side of the desk or counter. We already knew the Herculean efforts our hospital workers, first responders, and hospital staff put in every day.

The pandemic has simply opened our eyes to some realities we either did not have time to consider as we were too busy or absorbed in ourselves, or, in some cases, opened our eyes to realities we preferred not to see.

Earlier this month, the Provincial Government announced they were increasing the minimum wage across Ontario to \$15 starting in January of 2022.

It was very welcome news for employees

across the board – but the Province is hardly reinventing the wheel with this. Upon taking power after the 2018 election, one of the first acts of the newly-elected Progressive Conservatives was to cancel a plan by the outgoing Liberals to raise the minimum wage by the exact same standard.

Upon doing so, they were lauded in many quarters, including some business leaders and advocates, for doing right by them.

If a week is a long time in politics, three years is practically a generation and here we are, mere months before Ontarians are due to head back to the polls, back where we started, with a boost for employees coming fast and quick.

“Ontario’s workers have been the unsung heroes of this pandemic, as they’ve stocked shelves, kept our supply chain moving and helped so many of us enjoy a meal among family and friends at a local restaurant,” said Premier Doug Ford in a statement. “When we asked labour leaders what their priorities were, increasing the minimum wage was at the top of the list. As the cost of living continues to go up, our government is proud to be working for workers, putting money into their pockets by increasing the minimum wage.”

Following the release of the Fall Economic Statement, Deputy Premier Christine Elliott told me: “We believe it is the right time to bring it forward now because people are finding the cost of everything now – from food to utilities – everything is becoming more expensive and we want to make sure people can stay in their own community and find jobs.

Many employers have already increased their wages to their staff so we don’t expect this is going to provide a significant issue for employers.”

Well, good on employers for recognizing this need a good long while ago, but the rising cost of living is nothing new. While the Ford government is right to recognize the work being carried out by our unsung heroes, it is not always just work that has come about as a result of the pandemic; in many cases this is work that has been carried out day in and day out by these unsung heroes who, after clocking out at the end of the day, clock into a second gig just to be able to feed their families. They may have started the day stocking shelves to keep our supply chain going and finished by helping others enjoy a meal at a restaurant before being able to kick their shoes off at night. And this is certainly not new information from labour leaders who have been all too willing to share this reality with the Province, regardless of which party is steering the ship.

But, although many are still hoping for a living wage to become the norm, Ontario is ready to take a step forward after being shoved back a pace or two. If it took a pandemic to open up the eyes of some to an uncomfortable, non-partisan truth, that is one silver lining worth clinging to.

An election in the offing never hurts, either.

The well-used saying, every journey starts with a single step, is not only true, it’s impactful. It goes much deeper than the imprint of our foot in the dirt.

Everything important that we do in life, and even those less exciting things, all start with us.

If you’re scientifically inclined, you would say that every thought, every action and, indeed, every body movement, begins with an electric spark in our brain. From there, our lightning-fast thinking machine sets off a cascade of subsequent actions, from blood flow and muscle contraction to increased heart rate and breathing.

From running and jumping, to planning and building high-rises, we are amazing bio-mechanical creatures. At times, there’s just “ain’t no mountain high enough” for we humans.

Add to that the fact we are near-perfect life forms, with every tiny nerve, blood vessel, neuron, microbe, protein, right up to bones, muscles, heart and lung working in complete unison. We are a wonderful collection of intricate devices and systems.

God Almighty did some of his best work with us human beings.

Despite our amazing design, the human brain still eludes explanation. Sure, we know generally how it works and functions, but that’s about it.

From sadness to joy and everything in between, we feel deeply. But where do feelings come from? How is sadness translated into physical reactions? Why do we cry at a sad movie? What is love? What purpose does anger serve?

Every branch of science, from anthropology to psychology, has tried to figure it out. Okay, some have a degree of success, based on some experiments and discoveries. But even today’s students of the mind refer back to Jung, Freud and others, experts who never had a colour TV or cell phone. These fine gentlemen never heard of gender issues or understood PTSD. They never fully looked into the stress of a pandemic on the human soul.

That being said, you would think we’re learning new things every day to further our knowledge and evolution. Heck, our entire species should be advancing in leaps and bounds with each passing year.

While our technology grows immensely, I fear that something is being left behind – us.

We’re constantly faced with new dilemmas, hurdles, challenges, and, yes, tools to manage them.

IN A DARK CORNER OF THE BASEMENT, BEHIND THE ABANDONED TREADMILL AND THE BOX OF VHS TAPES, THEY WAIT, THEIR HOUR COME ROUND AT LAST.



## From a spark to a flame, it all starts with us

by Mark Pavilons



*“Balance, peace, and joy are the fruit of a successful life. It starts with recognizing your talents and finding ways to serve others by using them.” – Thomas Kinkade*

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While our technology grows immensely, I fear that something is being left behind – us.

We’re constantly faced with new dilemmas, hurdles, challenges, and, yes, tools to manage them.

We’re given technology, in the hopes that all of our woes will be sufficiently addressed with microchips, flashing lights, icons, avatars and YouTube.

Alas, some of us are becoming even more fragile than ever before.

Our young people seem to be particularly troubled. The amount of teen angst, depression and feelings of an uncertain future are overwhelming. Why haven’t we, as a society, spent as much time on self-esteem and self-worth as we have on self-service and self-check-out?

There’s an app for that, isn’t there?

Sadly, no.

We have so much knowledge at our fingertips and yet we often ignore what’s right in front of us.

I have helped my kids with their homework for more than a decade now. As an above average student, and somewhat wise adult, I know a thing or two. I can edit their essays, but I can’t fully appreciate what they face on social media and how they interact with their peers. I don’t completely understand their fears.

Our youngsters are blessed and thanks to our hard work and generosity, they are well armed. They have everything they need to tackle the world, take charge, make changes and thrive.

So, why aren’t they? Even though they’re somewhat entitled, they seem to suffer more deeply and feel less important than we Boomers did.

My son is an extremely deep thinker, who regularly ponders the meaning of life, the wonders of the galaxy, life after death and his place in the world.

When I was 20, I was more concerned about the weekend, grabbing a case of beer and hanging out with friends. We never talked about religion, the afterlife or our true feelings for one another. And we seldom shared such things with our parents.

But we know better today, don’t we?

Try as we may to remain optimistic, keeping our kids away from the “Dark Side of the Force” is becoming increasingly tough. No, we don’t have all the answers. To be fair, I don’t think anyone does.

All parents can do is support, encourage, assist, suggest, recommend and teach. But it may not be enough.

When we were young, post-secondary education and the courses offered were limited. My fondness for English suggested I could either become an English teacher, or a journalist. I chose the latter. Two of my friends became engineers.

My wife, given her penchant for helping people, became a social worker.

Today, there are literally thousands of general interest courses. Can I recommend a lucrative, long-term career for my youngest children? Not really, for we’ve seen just how quickly the world can change. Jobs, and entire industries, have been eliminated or rendered obsolete. As technology continues to improve more minimum wage cashier positions and even in-store sales clerks will vanish from the retail scene. We will always need tradespeople, until they are one day replaced by robots.

So it seems the inner turmoil related to an ever-changing world weighs heavy on us all. It all starts and ends with us.

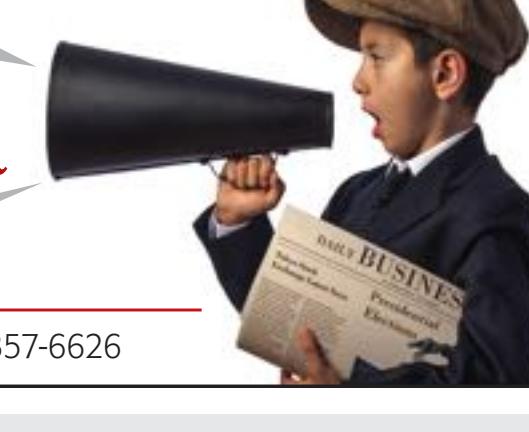
My suggestions? Don’t do too much; don’t try to control everything; don’t worry about every little thing and ignore the haters. Stick together! Most importantly, don’t give up on yourself!

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Caledon Citizen

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We

## Greenest Town in Ontario?

Proudly noted on at least one "Welcome to Caledon" sign are the words "Greenest Town in Ontario Winner."

We have won, and/or been in the running for this title a few times. In January of 2020, our Council declared a climate emergency recognizing the need to address climate change urgently with strategies that would "significantly contribute to the Town's ability to cope with and address climate change."

Additionally, we have a thriving tourism industry that, in my opinion, thrives in part because of the access we offer to the greenbelt, the Oak Ridges Moraine and the Niagara escarpment. The Town is even listed as an Ambassador of the "Partners in Project Green" initiative, committed to helping like-minded businesses explore sustainability strategies and share best practices while collaborating on green business practices for the benefit of all. In other words, we seem to be focussed on maintaining our winning, environmentally friendly title. But are we really? With the not-so-surprising announcement last week that the building of both the #413 and the Bradford Bypass will commence sooner than later, I can't help but wonder how much longer we'll be in the running for "Greenest town in Ontario" when the only thing green in Caledon will be the overhead highway signs announcing the next exit.

I've only written in the vaguest of terms on this topic before because even though I'm angry, I have a great deal of respect and admiration for many of the folks who will, in all likelihood, disagree with

me entirely. However, when one is challenged with the responsibility of acting for the greater good – as elected municipal, regional and provincial officials are – one assumes they have come to expect both support and disagreement so I'm sure one little opinion piece that asks the question of whether the #413 serves the greater good, written in our local paper, probably won't garner much attention. Oh that it would though. If only some well-meaning, reasonably literate local writer could wield some "common sense" influence over billion dollar projects. But wait. She did once. Working with then councillor Alan Thompson to make much needed changes to a poorly designed highway off ramp. So – perchance to dream, she writes again.\*

Two years into a crushing pandemic that has stifled small businesses who rely on local traffic, and not the large conglomerates who will utilize a highway, we think building highway is a good idea. Seemingly having learned nothing about the whole scope of working from home – therefore fewer people commuting – we think building a highway "for commuters" is a good idea. Hot off the heels of a global summit addressing a climate emergency, we think building a highway is a good idea. You get the picture. Instead of a focus on greener initiatives like transit, we're committing to building a multi-lane highway that runs exactly parallel to an already existing and underutilized highway just a few kilometres south of it.

That highway (the 407) is beautiful, expansive,

has many, many lanes and despite using it often to drive to Hamilton over the past five years, (and at a variety of times of both day and night) not once have I ever experienced even the merest hint of a traffic jam. I haven't even seen "heavy" traffic on it and some days I even wonder were I to break down on it, would I even be found? It too was a road that paved over environmentally sensitive lands, farm fields and more - BUT IT IS ALREADY BUILT. The damage is done, so why aren't we using it? Oh yeah – we sold it and now it's a toll road.

Call me crazy but the 407 runs east/west, as does the proposed 413. The 407 run is over 150km long and could facilitate truck traffic from Pickering all the way to Milton and the 401 in the west as well as Hamilton, the QEW and the 403. The proposed 413 is only 59 km long and dead ends in Milton where the 401, 407 and 413 will converge. It offers no easy access to areas like Hamilton or Burlington. It is, frankly, 59km of redundant roadway and common sense dictates that the government would be much better served eliminating or reducing tolls for truck traffic and designating truck lanes all along the 407 rather than spending billions on a new highway.

As for our designation as the greenest town, I fail to see how we'll ever be able to claim that title again when we are willing to pave over sensitive wetlands; 2000 acres of greenbelt, farmland that feeds us, and on land which lays at the intersection of four significant watersheds. It will add an estimated 17 million tonnes of greenhouse gas emissions at a

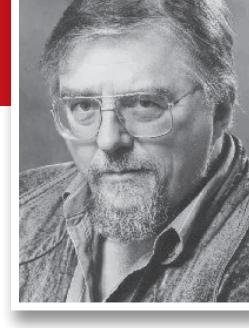
pivotal moment in history. Who knows what the true long-term environmental impact of building this road will actually be. Species lost, eco-systems interrupted, small businesses ruined as drivers bypass their storefronts and tourism? Why would anyone come to Caledon for the ambience, scenery and pleasant vistas when they no longer exist or you have to leapfrog over a concrete wasteland to get to them?

Common sense would also suggest that if we are currently experiencing a dearth of public transit availability and we apparently have \$6 billion dollars to spend, we could rectify that in a heartbeat by improving bus and train service and adding more transit routes and hubs to local communities. If the government (as they appear to be) is using the logic "if you build it they will come" to justify building a highway – doesn't that same logic apply to transit? Especially at a time when post-pandemic, more and more people are choosing to drastically change their lifestyle, often meaning a reduction in the need for commuting to work?

Perhaps a word needs to be added to the signs seen as you enter Caledon. The word is "Formerly," as in "Formerly the Greenest Town in Ontario," but not for much longer.

\*Others were involved too, by no means am I suggesting I take full credit.

## Gwynne Dyer OUR WORLD TODAY



## COP26: Sharma's Tears

Closing the two-week COP26 climate summit in Glasgow on Saturday, Alok Sharma, the British president of the 197-country conference, declared "We've kept 1.5 (degrees Celsius) within reach, but its pulse is weak." But he was close to tears several times in his closing remarks.

That was not because the 40,000-delegate meeting was a complete disaster. It wasn't a complete success either, but these things never are. Sharma was upset because a last-minute assault by the world's coal, oil and gas superpowers – Saudi Arabia and Australia as the biggest exporters, China, India and Russia as huge producers and consumers – nearly brought the meeting to a halt.

After days and nights of almost non-stop negotiations, the great majority of the countries present got a commitment to phase out "coal power" into the conference report for the first time. No timetable, but it's a start.

What? You mean none of the other summits ever mentioned coal in their reports? Coal is the worst fossil fuel by far, in terms of the volume of carbon dioxide it puts into the atmosphere when it burns.

Surely, they must have mentioned it before.

Nope. The fossil fuel powers always managed to keep it out of the final documents by threatening to sabotage a process that depends on consensus and unanimity. Ridiculous, of course. Your whole purpose is to stop global warming, but you're not allowed to mention the principal cause?

At the final plenary session, India's climate minister, Bhupender Yadav, stood up and asked how developing countries could promise to phase out coal and fossil fuel subsidies when they "have still to deal with their development agendas and poverty eradication."

The answer is that all the development agendas and poverty eradication will shrivel up and die if the warming stays on its current track – and Yadav probably knows that too. But he effectively threatened a veto, and managed to get the phrase "phase out coal" changed to "phase DOWN coal".

It wasn't much of a victory, because the offending word "coal" is still in the Glasgow Climate Pact. It will be there at all future climate summits, and every year there will be attempts to strengthen the other

words around it. Eventually they will succeed.

At this point you may want to join with Greta Thunberg in dismissing the whole process as "blah, blah, blah", but you would be wrong. This is the only way millions-strong groups of people called countries, most of whose ancestors were hunter-gatherers only a few thousand years ago, can make decisions on subjects that matter to all of them.

Their representatives come together physically, and if the debate is intense and the meeting goes on long enough, their fixed positions tend to start bending towards compromise and consensus. That's how their ancestors did it in the far distant past, and that's how we still do it today.

So the great achievement at Glasgow was to agree that they will all meet again next year and keep worrying away at the problem and "ratcheting up" the promises. There's no formal agreement to meet again the year after that, but everybody expects that this will be an annual event in the future, no longer a five-yearly one.

What two weeks together arguing about climate issues did for the key delegates at Glasgow was to

create a pressure-cooker atmosphere in which hard positions softened and movement finally became possible. Doing it every year, with people more and more of whom you already know from last time, should make the process move faster.

It doesn't mean that human beings will respond fast enough to avoid catastrophic warming. We have left it very late, the special interests will continue to wage a fighting retreat in defence of the status quo, and some "non-linear" response to the warming climate may suddenly upset all our plans and expectations. We are in unknown waters now.

But COP26, while not yielding much in the way of enforceable commitments to cut emissions, has actually turned out to be one of the more productive climate summits.

Perhaps it's the extreme weather of the past year or so that has put people into a more cooperative mood, but there is a smidgen of hope in the air.



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## Caledon Coyotes hosted Remembrance Day game

BY ROBERT BELARDI

Barry Hawse, head coach of the Caledon Coyotes U18 BB rep team, knows what it means to be a leader in the community.

He shares that philosophy and drive with his girls' hockey team here in the local community on what it means to have an impact on those around you.

"Part of what our team does is we do a lot of work in the community. It's part of my program. Once a month we do something as a team. Last month we cleaned up three parks in Caledon," Hawse said.

"It's part of the leadership development for these girls. Everything we do is volunteer. We let them see volunteering is good. We've done a lot of work with Caledon and community connections."

A few weekends ago at a Remembrance Day tournament in Grand River, Hawse came across a sponsor that would be willing to design Remembrance Day jerseys. Eagleview Managed Services, an IT service company, was up for the job.

Hawse intended on hosting an exhibition game at Caledon East. In his planning, he called the Central York Panthers U18 BB team and their head coach David Heath, was more than willing to bring his team over.

"I didn't even hesitate to say yes. I thought it was really important for the girls to experience that," Heath said.

In front of plenty of parents, another boys' hockey team that came over from another rink and members of other teams in the league to watch the ceremony, the Coyotes and the Panthers hosted local veterans, members of the police service and fire department come in. Hawse said this was all to say thank you to everyone for their services and sacrifice to protect those around them.

The Coyotes took the exhibition game over the Panthers by a score of 1-0.

Following the game, Hawse spoke to his

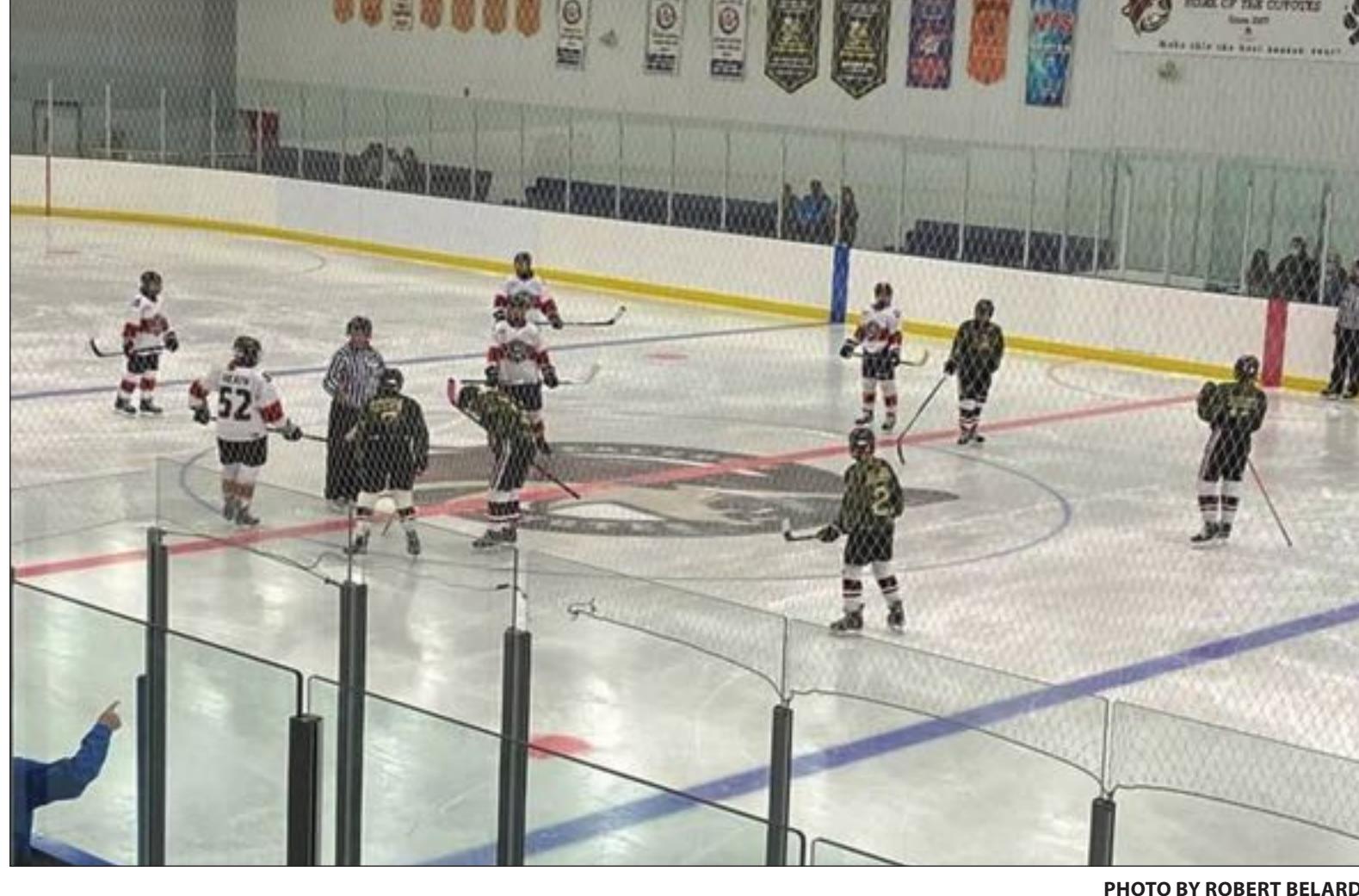


PHOTO BY ROBERT BELARDI

team and everyone appreciated what they had just been a part of.

"They were very excited and very proud. It's not often you can think about things you should be thankful for and grateful for. The girls were all very moved by it and they were very happy they had extra people watch their game, of course," Hawse said.

"They were excited at the start. We had the people we were honouring come on the ice. We had a speech and a poem and someone sing the anthem. It was awesome."

On the other end, moving forward for Remembrance Day next year, Heath said this is something he will definitely promote moving forward to next year.

"Like I said the minute we got the call, I didn't even know if we could even have our team go out there. I didn't know who was available I just said yes. We had our entire team there and nobody missed it. I would highly recommend it for anybody to experience it. We need to do more of that for sure."

## 19-year-old Canadian triathlete wins unofficial NCAA title

BY ROBERT BELARDI

It's been quite the wild ride for Kleinburg native Kira Gupta-Baltazar.

The University of San Francisco student finished in first place overall and helped lead her triathlon team to second place in Tempe, Arizona last Saturday.

This was the 19-year-old's third triathlon competition in just over a two-week span.

Gupta-Baltazar came in first in the competition held in St. George, Utah, before travelling over to Quarteira, Portugal for the World junior Championships. She finished in 17 place and left as the top ranked Canadian.

Upon her return and accomplishing such an incredible result, Gupta-Baltazar said this was an exciting moment for her and her team.

"It was very emotional. It had been a crazy two weeks and emotions are running

really high. It was an exciting moment for me and my team," Gupta-Baltazar said.

Classified as an emerging sport under the NCAA, Gupta-Baltazar said triathlon has until 2024 to be registered as an official sport. It will need 40 schools to be registered with teams across the USA and the sport is so close to reaching that number.

"I think it's such a great opportunity, especially for women, because we don't have as many opportunities as men to continue sport past a high school level. I think it's been a great pathway for women to continue into collegiate sports. It's had a great following so far and I think it will go through," Gupta-Baltazar explained.

Growing up, Gupta-Baltazar spent most of her summers with her uncle in Inglewood. She loved swimming and playing soccer. But triathlon caught her attention because it was more interesting than the other two. She loved the fact it was three

sports in one and nothing was repetitive.

She joined C3, and when she was just seven years old, she won her first C3 Caledon Kids of Steel Triathlon.

Throughout her journey, there is one coach in particular she would like to thank for where she is today.

"There's a coach at C3 that I would really like to thank and he lives in Caledon as well. His wife passed away in a car accident a couple of years ago and he is an instrumental factor into where I am right now. He is one of the main reasons I am where I am because he took so much time out of his life for me. He's so passionate. I want to shout out Luis Lopez. Thank you so much for everything you have done for me," Gupta-Baltazar said.

With teachings from Lopez, Gupta-Baltazar tries not to take things too seriously. She tries to have the most fun she can when in a competition. Elite sports are very demanding but the perfect formula for her is to keep having a love for the sport and enjoy every moment of it.

Having been training with former Olympic coach Barrie Shepley for the past four years, Gupta-Baltazar has her sights set on the Olympics in 2024.

With all of the competitions done for now, the medicine program student will return home to write her exams online.

In the offseason, having finished her final year under junior level competitions (16-19), she will prepare for a U23 Olympic level distance competition in Florida in March.

"All of C3 is so incredible proud of Kira, and her coaches, family and team mates for this incredible accomplishment" said Barrie Shepley.



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# Feds being asked to release consultation results for regulating speech online

BY SAM ODROWSKI

A joint letter calling on the federal government to publicly release all submissions to the Department of Canadian Heritage during its recent consultation on regulating harmful content online, has been issued by 16 civil society groups and experts.

Dufferin-Caledon MP Kyle Seebach has joined the chorus of those speaking out against the opaque consultation process and the government's new approach for regulating what Canadians are allowed to post online.

The consultation's white paper proposes stiff new obligations for how online platforms handle user posts that could be considered hurtful or harmful. Platforms would have to proactively identify potentially violating posts and remove them within 24 hours, as well as report them to law enforcement, if the legislation moves forward. Companies who do not comply within 24 hours could face fines up to \$10 million or three per cent of the company's gross global revenue, whichever is higher. For Facebook, they'd be fined \$2.6 billion per post.

The proposed legislation has been widely criticized as overly aggressive and would lead to the removal of much legal speech beyond the targeted content.

"The changes are going to deal with regulating content that is 'harmful' or 'hurtful', and we don't know what the definition of that is, or how that's going to be applied, or who exactly is going to apply that standard to determine what things on the internet are harmful or hurtful," Seebach remarked. "Without having a really clear understanding of that, you can see how this could be massively over broadly applied to severely restrict Canadian's freedom of expression online."

Big tech companies fear of the fines could also lead to over-censoring of Canadians posts, according to Seebach.

Canada's Heritage Minister recently changed from Steven Guilbeault, who spearheaded Bill C-10, to Pablo Rodriguez, who's now leading the charge to push through the legislation that would regulate the issue.

Seebach said he's urging Rodriguez not to proceed as Guilbeault did with Bill C-10 in the past, which aimed to regulate Canadians social media but ultimately failed. The consultation process must be transparent, he added.

The Canadian Department of Heritage in a statement to the Citizen, said the consultation process wasn't released as it may contain confidential business information.

Seebach said this response is "deeply troubling" as any confidential information could easily be withheld, as it's standard practice for consultations.

All of the internal mechanisms needed to provide the submissions without disclosing personal or sensitive information already exist, according to Mat Hatfield, Campaigns Director for Open Media Canada, who was one of 16 signees of the joint letter requesting the government release the consultation. The federal government will release the consultation results if they're forced to do so, through the Access To Information and Privacy system (ATIP), he added.

"But instead of proactively doing this of their own volition, knowing full well there are numerous interested parties that would support this move, they've chosen to force numerous organizations and individuals to all file unique requests through a notoriously slow and challenging system, just to delay the inevitable," said Hatfield.

"Even the government's national security consultation was able to disclose the submissions proactively without forcing everyone to go through the ATIP system, using their existing guidelines to redact any sensitive information before disclosing. If they were in any way committed to transparency, they would do this proactively themselves."

Hatfield noted that over 9,000 submissions were made by those invited to do so through Open Media Canada, and there's thousands of other Canadians that sent in their comments, with the majority opposing the government's approach.

"To our knowledge, the consultations that we know of have been overwhelmingly negative and critical of what the government is doing, and that includes submissions from people who don't want to see major new regulations of the Internet in Canada and people who do very much want to see new regulations on the internet in Canada, but think that this approach is very wrongheaded and quite dangerous," Hatfield explained.

"It's been heartening for us to see that a lot of people have had very serious concerns that they think need to be addressed before this moves forward."

The main concern with not going public with the consultation results is that it puts no pressure on the federal government to respond to any criticism they're receiving with respect to their proposal on regulating harmful content online.

"I think they are hoping that people will

just forget about the consultation, and they can continue to do whatever they want, which is very dangerous for our internet," said Hatfield.

One of the main concerns for Seebach with respect to the proposal, is the size of the bureaucracy needed to sift through all Canadians' posts and determine if they should be removed.

"It's quite mind boggling and staggering,"

he said. "If you look at Facebook, which is a multibillion-dollar company, the amount of money they have spent on content moderation and not been successful – you'd have to have the Government of Canada having an even larger group dealing with this."

Seebach also raised concerns about who would have the authority to determine Canadians posts are harmful/hurtful and must be removed within the 24-hour timeline.

Adding, laws already exist that deal with Canadians who post illegal content on the internet.

"I think all of this should really send chills down the spines of Canadians," he remarked. "It is 100 per cent overkill."

Going forward, Seebach said he will "aggressively and vigorously oppose this legislation" if it moves forward as a bill in Parliament.

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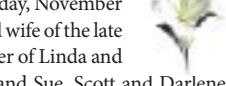
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**PUBLOW, ANNA JEAN (NEE MCPHERSON)**

Passed away at Headwaters Health Care Centre, Orillia on Saturday, November 6, 2021. Jean Publow, beloved wife of the late Gordon Publow. Dear mother of Linda and Keith, Ron and Kathy, Ken and Sue, Scott and Darlene. Special grandmother of Donna, Aaron and Shawn Kemp; Nathan and Joshua; Eric; Leah, Tyler and Colin Publow. Cherished great-grandmother of eleven great-grandchildren. Dear sister of the late Paul McPherson and Ray McPherson. The family will receive their friends at the Egan Funeral Home, 203 Queen Street S., Bolton on Saturday, November 20 from 10 o'clock until time of memorial service in the chapel at 11 o'clock. Due to social distancing requirements, numbers are limited in our chapel and registration to attend is required. Please visit the funeral home website to register. If desired, memorial donations may be made to the Canadian National Institute for the Blind, 1929 Bayview Avenue, Toronto M4G 3E8. Condolences for the family may be offered at [www.EganFuneralHome.com](http://www.EganFuneralHome.com)



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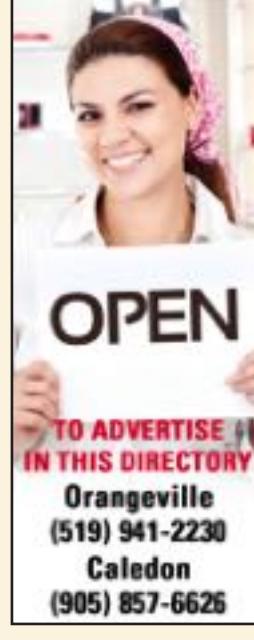
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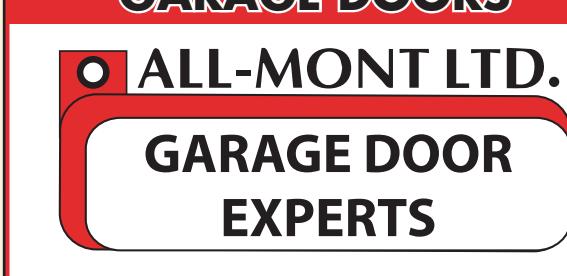
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## ••••• PLUMBING



# Province pauses reopen as Region opens new vaccine clinic

BY ROB PAUL

Last week while giving an update to Peel Regional Council, Peel Medical Officer of Health Dr. Lawrence Loh asked residents to stay vigilant as COVID-19 case numbers in Ontario rise.

Loh continues to urge residents to get vaccinated and supported the Province pausing moving to the next step of the reopen.

Last week the Province made the decision not to lift capacity limits in remaining high-risk settings where proof of vaccination is required; they were supposed to be lifted November 15. As a result, province will reevaluate the situation and moving to that step of the reopen won't be considered for at least 28 days.

"To ensure we maintain our progress, it is necessary to make this deliberate pause," said Ontario Chief Medical Officer of Health Dr. Kieran Moore. "Honestly, I do not see us stepping backwards. If we have to, we'll pause, but we won't take a step backwards."

Now, as part of Peel's efforts to continue to bolster vaccine coverage across the Region, a new vaccine clinic has been announced. The Region of Peel, in partnership with the Ministry of Health, opened a new vaccination clinic at Sheridan Centre on November 17.

This new vaccination clinic will provide first or second dose vaccines to walk-ins born in 2009 or earlier, third or booster doses to eligible residents, and, once vaccines are approved and supplied, they will be offered for children ages five to 11.

"The opening of the Sheridan Centre Clinic is vital in our push towards 100 per cent vaccine coverage across Peel, to help keep our residents and their families safe," said Loh. "This central location is focused on ensuring that every resident who is ready can get their vaccine. Whether a first,

second or third dose, if you are eligible, we are ready to help you. I am particularly excited that this clinic will also be key in the administration of vaccines for children aged five to 11 in the coming weeks—our children are the foundation of our communities and keeping them safe and healthy is at the core of our efforts."

Peel is getting closer to the goal of 90 per cent two-dose vaccine coverage with 85.2 per cent of residents who are eligible for the vaccine (12+) now having been fully vaccinated—89.2 per cent of eligible residents have at least one dose. The numbers are similar in adults (18+) in the Region with 85.4 per cent being fully vaccinated and 89.3 per cent with at least one dose.

Though those under 12 are still not yet eligible for the vaccine, 74.3 per cent of all residents in Peel have been fully vaccinated and 77.8 per cent have at least one dose. In total, Peel has administered 2,541,427 doses of the vaccine with 1,323,182 residents having at least one dose, 1,204,143 having both doses, and 14,201 individuals who have received a third dose.

As for COVID cases in Peel, there were 222 new cases this week to bring the running total to 118,640, and there were two more deaths to bring the total to 1,031.

In Caledon, there were 21 new cases of COVID with the Town's total case count now at 4,948. There were no new deaths with the total remaining at 22.

To book a vaccine in the Region of Peel, visit [www.peelregion.ca/coronavirus/vaccine/book-appointment/](http://www.peelregion.ca/coronavirus/vaccine/book-appointment/).

To download or print a copy of your proof of vaccination, visit [covid-19.ontario.ca/covid-19-vaccine-bookin-support#proof-of-vaccination](https://covid-19.ontario.ca/covid-19-vaccine-bookin-support#proof-of-vaccination). To learn more about the official QR code system Ontario has implemented and to access yours, visit [covid-19.ontario.ca/get-proof](https://covid-19.ontario.ca/get-proof).

As a result of Ford's announcement, Ontario

# Green Leader responds to Ford's announcement on Highway 413

BY ROB PAUL

On Wednesday, November 10, Ontario Premier Doug Ford was in Caledon Village to announce, in part, investments towards ensuring Highway 413 moves forward.

These investments were detailed in the Province's Fall Economic Statement and include over \$145 billion in funding for infrastructure projects.

At the announcement, Ford was joined by Minister of Transportation Caroline Mulroney, Minister of Finance Peter Bethlenfalvy, and Mayor Allan Thompson.

"The current infrastructure that you're dealing with is totally inadequate in our mission to build a better Ontario for everyone," said Ford. "The construction of Highway 413 would also create 3,500 jobs and pump \$350 million into the economy. This is a win for commuters, a win for workers, and a win for Ontario. That's why we also announced plans for the Bradford Bypass—a new four-lane freeway connecting Highway 400 and Highway 404. We're going to get communities moving again, we're going to get goods moving again, and we're going to get this province moving again."

The controversial Highway 413 has seen residents in the communities it will impact protest it throughout the process, and many homes throughout Caledon have "Stop the 413" signs on their lawn.

The main argument of Ford's government is that the highway will reduce commutes to allow people more time with their families while also helping the economy.

"Over 3,000 thousand commuters in York, Peel, and Halton regions experience gridlock every single day," said Ford at the announcement. "Building Highway 413—a transit corridor across the regions—will save commuters up to 30 minutes one-way and 60 minutes two ways. Building Highway 413 makes sense for people's lives, but getting drivers around more quickly makes economic sense as well, because we know that not only will Highway 413 help get people where they're going much faster, it will also help get goods to market faster. The transportation system is the backbone of our export driven economy, it's 40 per cent of the jobs in the entire sector."

As a result of Ford's announcement, Ontario

Green Party Leader Mike Schreiner held a press conference that afternoon along the proposed route of Highway 413 to call on Ford to cancel the highway.

Schreiner was joined by Dufferin-Caledon Ontario Green candidate Laura Campbell and 2021 Dufferin-Caledon federal candidate Jenni Le Forestier—who is also a Caledon resident and environmental activist.

The Green Party has long argued that the highway will mostly benefit wealthy land speculators and PC donors while the Ontario Greens want to build the livable, affordable, communities people want so they don't have to commute for hours.

"Let me be clear: Highway 413 is a climate and financial disaster," Schreiner said. "It needs to be cancelled."

The topic of what Highway 413 will actually do as the population in the area booms in terms of saving time for commuters has been polarizing and more and more local municipalities and communities are coming out against the highway.

It is estimated that Highway 413 would pave over 2,000 acres of farmland, 400 acres of the Greenbelt, and cut through 85 waterways while saving commuters just 30 to 60 seconds, according to an expert panel study.

According to Environmental Defence, Highway 413 would pump 17.4 million tonnes of greenhouse gas emissions into the air cumulatively by 2050—that's more than the entire City of Toronto emitted in 2018.

"We need to protect nature and build a more livable future for our kids," said Campbell. "That's what I hear from the local people in this community. But Doug Ford would rather pave over wetlands and farmland and increase emissions than take meaningful climate action."

Schreiner has long stated that his concerns about the decision-making of the Ford government after learning the developers are also donors to the Conservative party and thinks that's a factor as to why alternative options weren't given more critical thought when looking for an answer to the truck traffic problem.

"I think there's a lot of wealthy donors to the PC Party and people who have purchased land in the region who stand to gain literally billions of dollars if this highway gets built because the value of that land, they've speculated on

will go up," Schreiner told the Citizen in April. "I think that's what's driving it."

"If the government truly wanted to address the issues around truck traffic—an issue that needs to be dealt with—some of the expert reports that came out five years ago pointed to some other ways to address the issue that would be more cost effective. One is better utilization of the 407 and two is better transit in the region to get cars off of roads so there's more capacity available for truck traffic."

More recent investigative studies have linked Doug Ford's insistence on Highway 413 to a number of wealthy land speculators that would stand to gain from the project.

"Doug Ford is making decisions that will benefit his deep-pocketed friends instead of investing in the people of Dufferin-Caledon," Le Forestier said. "He's putting profits before people and the planet. It's unacceptable."

Schreiner emphasized a number of alternatives to Highway 413, including a dedicated truck lane on the 407, that would help increase the flow of goods without increasing climate pollution through induced demand.

"Ontario Greens have a better plan," Schreiner said. "Instead of pumping billions into more highways and urban sprawl, let's invest in livable and affordable communities connected by transit that protect nature and crush climate pollution."

"We need to improve transportation in the region. Building a GO Station and extending GO to Bolton would make a lot of sense. Investing in better regional transit period, study after study has shown that investing in transit addresses gridlock and investing in more highways just leads to more gridlock. Investing in a highway is not going to solve the transportation issues in the region, investing in transit will."

Given how much is being invested into infrastructure and highways, Schreiner would like to see that money be spent on more important needs that will have a positive widespread impact on the people of Ontario.

"There's a whole host of things that I think are of higher priority investments for us rather than spending it on a highway that's not needed and will create a significant amount of environmental destruction and threaten our food and farming economy," he said.

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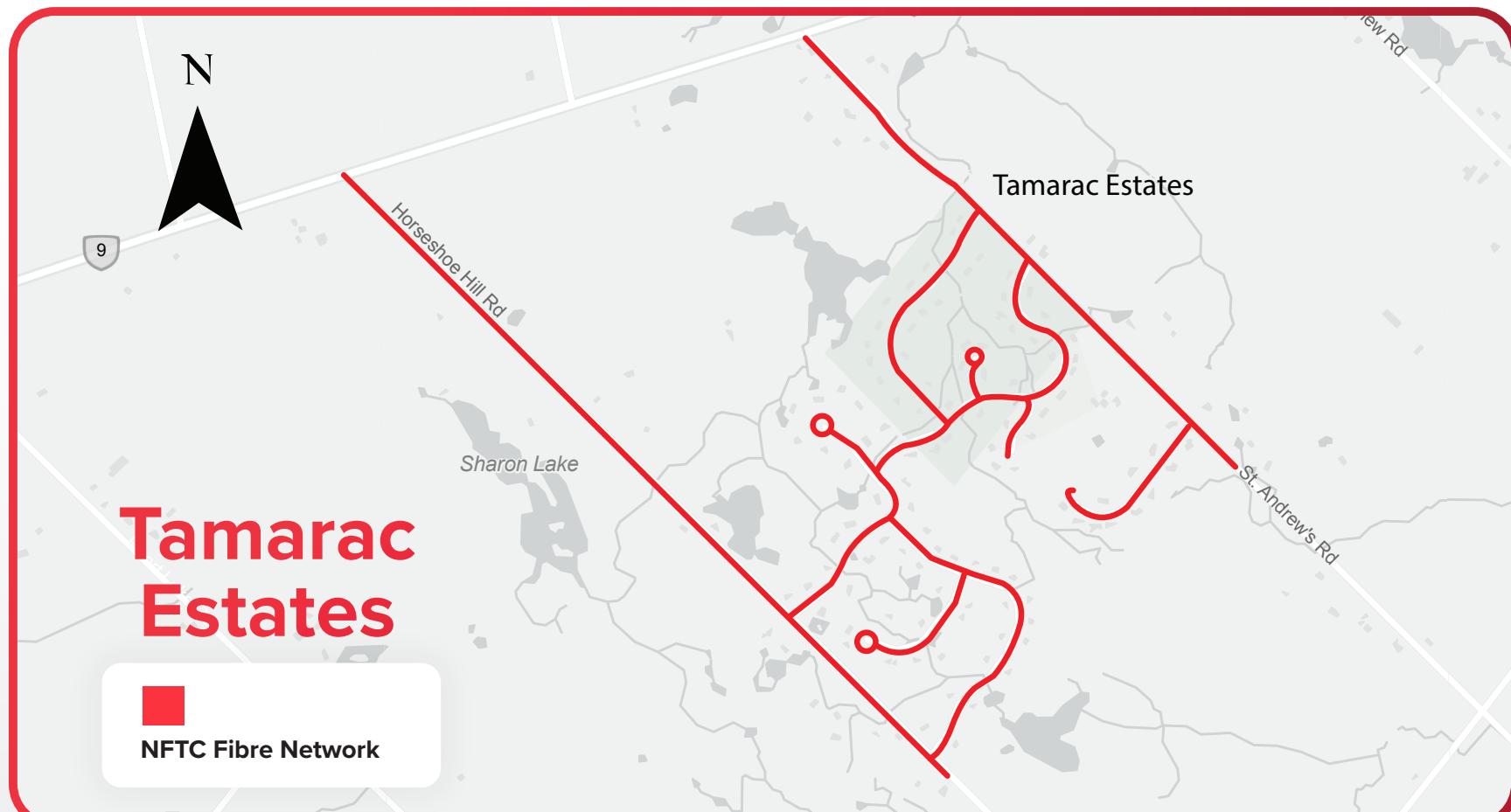
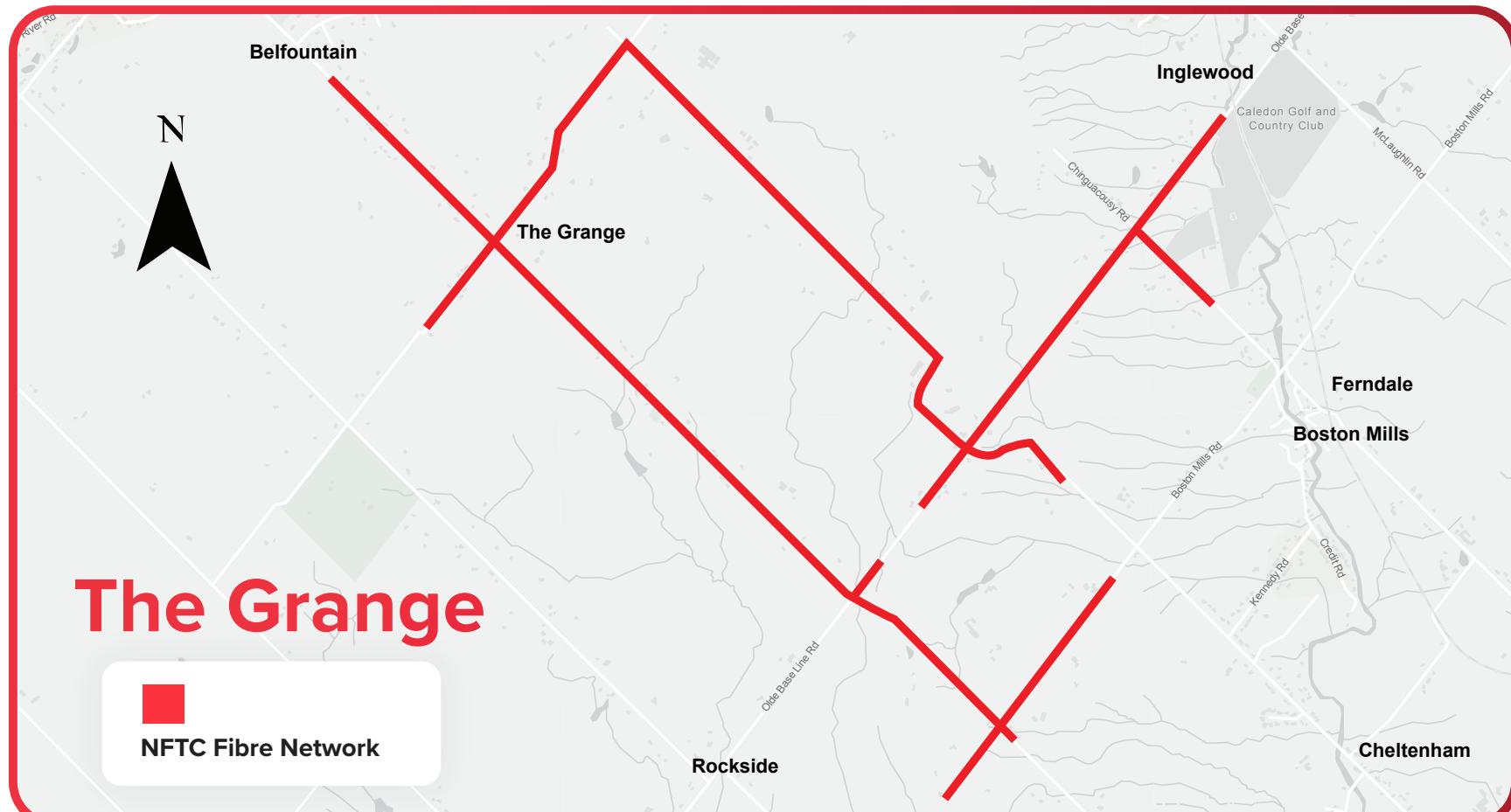
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