

# Plain & Valley

Covering Southeast Saskatchewan and Southwest Manitoba

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At left, Dental Assistant Betsy Case with a local woman in Chincheros, Peru. At right, Dr. Rob Austin assesses a patient in Chincheros. The two were among five employees of the Moosomin Dental Centre who spent a week providing dental care in the Peruvian Andes.

## From the Canadian Prairies to the Peruvian Andes: Dental Centre staff share their skills

BY KEVIN WEEDMARK

For a week in March, five staff members of the Moosomin Dental Centre had a very different commute to work every morning.

Rather than driving or walking a few blocks through Moosomin, or driving the prairie roads from a neighboring town, the dental staff had a 40-minute daily commute from Yuca to Chincheros in the Sacred Valley area of Peru.

Rather than treating patients in the comfortable confines of the Dental Centre in Moosomin, the staff were treating people in a makeshift clinic.

Rather than treating people who had a lifetime of good dental care, the staff were treating people with poor access to dental care—some of whom had never been to a dentist before.

Dental Assistant Betsy Case started thinking about a trip to a developing country to do dentistry after she read about an organization, Kindness In Action, that organizes trips in which dental professionals can use their skills to help people who may have never been able to see a dentist.

"I get a magazine from the Canadian Dental Assistants Association, and it had a story about Kindness In Action," says Case. "It was started by a dentist in Alberta, who has been doing these trips for many, many years."

"I took the story to Rob (Dr. Rob Austin) and showed it to him. He said 'well, you organize it and we'll go.'"

A lot of employees at the dental centre were interested in taking the trip initially, but five ended up making the trip.

"Every one of us who went really wanted to do it," Case says. "It is costly, and it's hard for everyone to commit to that amount of time."

The Moosomin volunteers joined others in Peru. There were a total of 30 people in the group. The volunteers were from right across Canada, and included a few from the United States. The group included dentists, assistants, hygienists, one dentistry student, and a few non-dental volunteers who helped with other tasks.

"I've always wanted to do something that mattered, to do something that makes a difference for someone. I'm just so glad that Rob said 'well, let's do it.'"

—Betsy Case

"Everything was arranged for us," says Case. "The equipment and supplies were shipped in, and Kindness In Action had let people know we were going to be there."

"As soon as we got there, people were just lined up waiting for us," she says. "The dentists would do triage—they would write their name and what they needed done, and they would come right in and we would work on them."

Case says it was difficult getting used to the bare-bones working environment. "The hygienists just had a bench the patients laid on, there was no suction for the hygienists, but it was just a matter of getting used to something different."

"We had everything we needed to provide good dental care, but it was very different than what we're used to."

The equipment for the clinic was there when they arrive. "It's a huge huge undertaking just to get the equipment there," Case says. "Each station where someone was working was packed separately, and had everything you would need. The stations fold up and get packed up and go on to the next place."

The other thing that was difficult getting used to was the lack of oxygen at Chinchero, which is at an elevation of 12,500 feet. (By comparison, Moosomin is at 1,853 feet and Banff is at an elevation of 4,541 feet above sea level.)

"It gives you headaches, and just going up stairs you were out of breath," she says. "The people who lived there all their lives were used to it—they are very tough people—but for us it was really tough."

The group was in Peru for a total of 10 days, working at the dental clinic for five days. "It doesn't sound like long, but we were tired," says Case. "It's so different, it was exhausting."

Case says she found the Peruvian people warm and hospitable. "I took a little bit of Spanish and could basically communicate," she said.

"They're great people. They're so genuine when they talk to you. It was nothing to get a hug from them. They were an excellent group to work with. Their families are very close, and you always see the mothers with their babies. They would carry them on their backs, they would always be in close contact with them. One woman had her baby lying on top of her while she was getting her dental work done."

Case says there is no doubt the Canadians' help was appreciated.

"It was just amazing to see them lined up every morning, and seeing how much of a difference we were making," she said.

"Some of these people could just never afford to see a dentist," she said.

"For some of them, we just couldn't do all the work that needed to be done, but we did as much as we could. They thanked us and thanked us. The last day we drove up and they applauded us as we walked in the building. That was emotional."

The volunteers were also presented with hand-knitted Peruvian hats by the locals before they left.

"A representative of town had come with a translator who spoke for him. He walked in with a pile of these toques like Peruvians wear, and they gave one to each of us. Those toques are very special."

"They have a little market in Chinchero. The women from the market would bring us snacks when we were working. They asked on the last day if we could stop at the market when we were done. They gave us a presentation on how they make everything out of alpaca, and they presented us with a pair of gloves."

*Continued on page 17*

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Moosomin Fire Department and RCMP clean up the site of an accident involving a semi at the intersections of Highway 1 and 8 in Moosomin recently.



## Local highways among most dangerous in Sask.

BY KEVIN WEEDMARK

When 26-year-old Brendan Phillips of Regina died in a rollover on the Trans-Canada Highway between Wapella and Whitewood in March, he became the latest statistic to add to the toll taken by local highways.

Meanwhile, no one was killed, but seven people were taken to hospital after three separate collisions over the space of six days at two different intersections with Highway 1 at Moosomin the following week.

Traffic collision statistics collected by SGI show that highways in the area are among the most dangerous in Saskatchewan:

- The section of Highway 1 from Moosomin to the Manitoba border has the highest accident rate of any section of Highway 1 in Saskatchewan, at 0.74 accidents per million vehicle kilometres. There were 21 collisions along the 20.2 km section of highway in 2010—the last year for which complete statistics are available from SGI—including 12 injuries and two deaths.

- Highway 8 as a whole has an accident rate far above the average in the province, with an accident rate of 1.00 accidents per million vehicle kilometres. Three sections of the highway in the local area have extremely high accident rates. The section from Moosomin to the Qu'Appelle Valley—by far the busiest section of Highway 8 with an average of 1,339 vehicles per day—had an accident rate of 1.11 collisions per million vehicle kilometres—22 accidents including six fatalities and four injuries. The section

from Moosomin to Fairlight has an accident rate of 1.26 per million vehicle kilometres, and the section from Fairlight to Redvers has an accident rate of 1.74 per million vehicle kilometres—230 per cent of the provincial average.

- The town of Moosomin had 35 collisions reported in 2010, for an average of 1.29 per hundred population. That is about twice the provincial average of .66 per hundred population.

The latest stats from SGI end Dec. 31, 2010, so they don't include what seems to be an increasing number of collisions.

Over the course of six days last week, there were three serious accidents at two different intersections along Highway 1 in Moosomin.

On Saturday, March 3 a couple from Osler and a Moosomin man were in a collision at Main Street and Highway 1. On Tuesday, March 6 at the same intersection a Moosomin teen collided with a local woman in a pickup, who had to be rescued from her vehicle by the Moosomin Fire Department and taken to hospital. On Thursday, March 8, two semis collided at the east entrance to town on Highway 1, and three people were taken to hospital.

The town of Moosomin had requested changes along Highway 1 through town last year because of the number of accidents, but was turned down flat by Saskatchewan Highways.

Continued on page 8

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## Think Pink raises \$12,700

More than 350 women from Moosomin and surrounding towns attended the fourth annual Think Pink fundraiser and ladies night out on March 24.

The event was held at the Conexus Convention Centre in Moosomin as a fundraiser for the Saskatchewan Cancer Association for the breast cancer screening program.

The fundraiser doubled the amount raised last year from just over \$6,000 to \$12,700.

The event featured a supper cooked

and served by local volunteers, a silent auction and large raffle items, and a number of speeches before the night was capped off with a large fashion show. The fashion show was hosted and co-ordinated by two Moosomin clothing stores—Brazen Clothing and Kari's Kloset.

The organizer of the event—Kim Johnson-Hilts, says she is amazed by the number of women who came out to support the event, and she is already looking forward to planning next year's Think Pink.

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# Sask Highways to do safety review

Continued from page 3

Mayor Don Bradley says, in light of the SGI collision statistics, the town will try again.

"There have been a lot more accidents along the highway since they twinned it," Bradley said.

"We have had a lot of accidents at the intersections along the new highway. All three of those intersections have had accidents. This one at Main Street is bad, we've seen a lot of accidents out there." There were two accidents at the Main Street intersection just last week.

"We think there should be lights at that corner, and we've told Sask Highways that, but they said no, and we haven't heard any more on it," Bradley said.

"I wasn't aware it is the most dangerous section of Highway 1," he added. "Knowing that, we'll get on top of it."

"We see a lot of accidents at this (Main Street) corner. This is a dangerous corner and I still think there should be lights on it. I guess we have to lobby the highways department more. We'll give it another shot. All three corners are busy and we're going to see more accidents if nothing is done."

Moosomin MLA Don Toth said it's hard to understand why there are so many more accidents along the Trans-Canada in the area since the highway was twinned.

"It just boggles my mind when I hear of some of these mishaps and why they should happen," Toth said. "It would seem to me with the four lanes and straight sections of road we should see fewer accidents, but we're seeing more."

"I can't explain why there would be more accidents on that section of highway. We just have to shake our heads and wonder why. Is it a case of people not paying attention? It's difficult to say. Before the only place you had to slow down was at Moosomin, so maybe people were paying more attention."

He noted that Moosomin isn't the only centre with more accidents at an intersection once the highway was twinned.

"We see the same thing at Whitewood, at Highway 9," he said. "That intersection has been dangerous for a long time, even before the highway was twinned."

He said he has noticed the trend to more accidents at the intersections in Moosomin.

"You're seeing a lot of accidents at the intersections."

He said Moosomin's mayor has raised the issue of highway safety with him.

"Mayor Bradley has talked to me about it, and it's certainly something I will touch base with the minister on," Toth said.

## Safety review

### slated for summer

Ted Stobbs, Saskatchewan Highways assistant deputy minister for operations, said that highways officials will be in Moosomin this summer to review safety at the three intersections with Highway 1 in town.

"We did a safety audit in 2010, and the report indicated that what we had was adequate for the traffic volume at the time—it didn't warrant any changes yet, but they did say we should continue to monitor these intersections closely, because development is happening," Stobbs said.

"We are monitoring it on an ongoing basis, and a review will be done in the summer of 2012. We will come out and make sure we understand traffic patterns in the area. If changes are warranted, they will be made."

Stobbs said he will ensure that town council's concerns are taken seriously.

"Stakeholder input is important," he said. "I will ensure that they will touch base with town council and make sure we understand their perspective, too."

He said there are many options Saskatchewan Highways could consider to improve safety at the intersections, ranging from rumble strips on approaching highways to larger stop signs, flashing red lights along with stop signs, and acceleration and deceleration lanes.

"We are monitoring it on an ongoing basis, and will make changes if they are needed. As you get more traffic at an intersection you may need turn lanes because you have more vehicles turning," he said. "On cross roads you can have rumble strips, big stop signs, flashing red lights, a number of things you can do to an intersection to treat them."

He said Saskatchewan Highways deals with different issues on rural highways.

"You've got to be very careful operating on a highway in a rural area," he said. "There are nice and wide big ditches, and

people feel safe, and maybe aren't as careful as they could be. We have a speed limit of 110. You've probably been passed going 110."

He said the idea floated by the town of a reduced speed zone may not be the best solution. "Your best option is to get the traffic going at the same speed," he said. "History shows us if you have that you will have less conflicts, less collisions."

"We've done a traffic study, and there's nothing indicating the public feels compelled to slow down at Moosomin, so they don't. If we were to artificially put in a speed limit, some will obey the law, and others won't so you will have a larger speed differential, which could lead to more accidents."

"You've been having some right angle

accidents. If you have a speed zone and a higher speed differential, now you have this person crossing the highway, but with large differential in speed, it's more difficult for people to judge the speed of the traffic on the highway they're turning onto. That's not a good situation to have."

Stobbs said the Ministry of Highways will make any changes necessary to improve the safety of the three Moosomin intersections, if the review this summer identifies needed changes.

"We want to have our intersections safe," he said. "We will take a look at this, we will make sure that if we need any treatment we do it. If there is the traffic volume that indicates that changes are warranted, we will make them."

# Highway accidents jumped after twinning

BY KEVIN WEEDMARK

Statistics compiled by the RCMP show that the number of accidents in the Moosomin area jumped significantly after the twinned section of Trans-Canada Highway was opened around the town of Moosomin on Nov. 6, 2008.

The number of accidents recorded by the RCMP for the Moosomin detachment area jumped significantly, from 106 in 2007—the last complete year the highway was not twinned and traffic had to slow down through Moosomin—to 117 in 2008, when the twinned highway was open for two months—to 152 in 2009 and 178 in 2010.

The RCMP data also shows that the number of injuries and fatalities as a result of highway collisions in the Moosomin detachment area more than doubled in the two years from 2008 to 2010.

In 2008, before the twinning, there were a total of 23 injuries and no deaths in highway accidents in the Moosomin detachment area—18 minor injuries and five moderate injuries.

In 2010, after the highway was twinned, there were more than twice as many injuries

and deaths—24 minor injuries, nine moderate injuries, five major incapacitating injuries and 11 fatalities, for a total of 49, according to the RCMP figures.

Separate data from SGI shows that the section of the Trans-Canada Highway from Moosomin to the Manitoba border has the highest accident rate of any section of the Trans-Canada in Saskatchewan, and that Moosomin has twice the provincial accident rate.

Moosomin town council has written to the Saskatchewan Ministry of Highways asking for a meeting to discuss concerns about the safety of the three intersections along Highway 1 in Moosomin.

The latest concerns were raised after a string of three accidents with injuries over the space of six days at the intersections.

The data compiled by the RCMP appears below. Only preliminary data is available from the RCMP for 2011. SGI, meanwhile, has not yet released any data for 2011—the SGI figures that show the section of Highway 1 from Moosomin to the Manitoba border has the highest accident rate along Highway 1 is the latest available, from 2010.



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# Focus on Agriculture

## Crop Insurance, ag research get boost

Record Crop Insurance funding and a record investment in agriculture research highlight the Saskatchewan Agriculture budget in 2012-13.

The government of Saskatchewan has increased its agriculture budget by \$13 million to \$430.8 million in 2012-13, the second largest agriculture budget ever announced. Almost three quarters of this year's budget will go toward fully funding business risk management programs, including AgriStability, AgriInvest and Crop Insurance, which has a record budget of \$177 million. Since 2008, Crop Insurance has introduced the five largest budgets and highest coverage levels in the program's history.

"Saskatchewan farm and ranch families are the backbone of our province and a priority for our government," Agriculture Minister Bob Bjornrud said. "We will continue working to improve programs, such as Crop Insurance, which now includes record coverage and more options than ever before."

Crop Insurance coverage levels will increase to a record high \$174 per acre, on average, in 2012, almost double the coverage levels offered in 2007. As well, producers now have the option of purchasing cover-

age of up to \$100 dollars per eligible acre for land they are unable to seed due to excess moisture.

Bjornrud said the government is demonstrating its continued commitment to agriculture research through a record-high research budget of \$20.4 million, an increase of 50 per cent since 2007. This includes a \$2 million investment in wheat genomic research. The Agriculture budget also includes \$250,000 for the Global Institute for Food Security, which was a 2011 campaign commitment.

The Ministry of Agriculture will also provide an

additional \$1 million for international market development and trade advocacy. This funding will provide industry support to maintain existing markets, develop new markets and attract new buyers to the province.

The 2012-13 Agriculture budget also includes an additional \$1.9 million in irrigation funding to rehabilitate the M1 Canal, which supplies water to 55,000 acres of irrigated land, along with a number of reservoirs, urban centres, wildlife projects and potash mines. The additional investment brings total rehabilitation funding for the M1 Canal to a record \$5 million

for 2012-13.

In addition, the provincial government is continuing to provide funding to the Saskatchewan Association of Rural Municipalities (SARM) to deliver beaver and wild boar control programs. Fund-

ing to SARM for rat control is also increasing by \$250,000 to \$1 million, an 85 per cent increase since 2007. In addition, producers will benefit from the Gopher Control Rebate Program, which is continuing in 2012-13.

The province has also increased its funding support to the Saskatchewan Society for the Prevention of Cruelty to Animals to \$530,000, an increase of \$150,000 over last year, and a 194 per cent increase since 2007.

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# Moosomin losing its conservation officer

BY KEVIN WEEDMARK

Buried deep within the Saskatchewan budget documents was a note that Saskatchewan Environment will close its Moosomin office.

Until last year, Saskatchewan Environment employed two conservation officers and a part-time customer service representative at the provincial building on Carlton Street in Moosomin.

One position was moved to Kenosee last year and now Saskatchewan Environment is closing three offices in the name of efficiency—Cumberland House and Pelican Narrows in the far north, and Moosomin.

The budget documents indicate that the Moosomin positions will be relocated to Melville.

Moosomin Chamber of Commerce president Ed Hildebrandt said it's unfortunate that the Saskatchewan Environment office is closing.

"That's most unfortunate in terms of servicing this corner of the province," he said.

"If there was a cost saving I could understand it, but to move the positions to Melville and expect to service this area out of Melville is presumptuous, at best."

Wapella Wildlife Federation president Bernard Balzer said he thinks it's important to have the Saskatchewan Environment office in the area.

"I think it's very important to have that office in Moosomin," he said.

"It's good to have. There's a lot of poaching going on. You have to have conservation officers around. As it is, they don't have enough strength to be everywhere they should be. At least if they're out on the road, people are aware."

Terry and Helen Sheppard are leaders in the Rocanville Wildlife Federation. They say the Saskatchewan Wildlife Federation had been trying to convince the government to return to two conservation officers in Moosomin for the last year.

"We had talked to head office in Moose Jaw, and they were fighting to try to get us back up to two," says Terry. "We'll talk to them

again and see if there's something we can do."

"We don't need one here, we need two," added Helen. "This is no good. They need them here, for fisheries management and the whole nine yards."

"Without them, we're going to have people taking three times the limit and not worrying about it because there's no one to stop them."

Terry said that, with the Moosomin office cut down to one conservation officer, there wasn't enough manpower to cover the area.

"With one, he didn't seem to have much chance to get around everywhere and do everything he had

to do. He looked after this whole southeast corner from Highway 16 to the U.S. border," he said.

Helen said she hopes the Saskatchewan Wildlife Federation can convince the government to change its decision.

"It would be nice to change it," she said. "If they're too far away they won't be very effective. We'll never see them out here. If you get a deer down on the highway we call Luc (Syrenne, the remaining conservation officer in Moosomin) and he'll put it down. Are they going to come all the way down from Melville to put down a deer?"

NDP finance critic Trent Wotherpoon said he doesn't understand the reasoning behind the closure of the Moosomin office.

"We saw three closures, and there was no consultation on this front," Wotherpoon said.

"What are the impacts on the people involved in hunting and fishing? We have people moving to the province but we're cutting back on services."

"There's a real sporting tradition out in Moosomin—there's lots of game and lots of hunting, so this doesn't really make sense."

"I would urge anyone

who's impacted on that front to make contact to our office in Regina."

Darrell Crabbe, executive director of the Saskatchewan Wildlife Federation, said the office closures took him off guard.

"Our major concern for the last number of years has been the number of conservation officers," he said.

"In 1996 the number of conservation officers was drastically cut, and there was a reorganization of field offices to try to maintain coverage."

"We met with the minister a month ago—we were

very concerned about cuts to conservation officers or other field staff, but the week before the budget, there were four conservation officers put forward into permanent positions, so we weren't worried. We hadn't been prepared for them retaining the number of COs but closing offices."

Crabbe said the Wildlife Federation has asked for an explanation for the office closures. "We have asked ministry the logic they used to arrive at this," he said. The ministry is expected to respond with presentations at upcoming SWF regional meetings.

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Though many people would like you to believe that today's cars and trucks require less maintenance than older vehicles, this is not true. The maintenance might be lighter, yes, and the bet-

ter part of it will be done by the dealership under the warranty. But you, as the owner, will also have to do your part to keep your car working well for a long time.

The old recipes for keeping a car running well still apply to newer products, and most of them are very simple to follow. Take, for instance, oil change intervals. They can be done as indicated in your owner's manual, but if you use your vehicle mainly for short rides, those oil changes should be done sooner and very regularly. All the other liquids have

to be checked regularly as well, of course. Your owner's manual might say the spark plugs are good for 160,000 km, but it might be a good idea to have them removed at certain points to clean them up and replace them with some anti-seizing products.

Other regular maintenance involves washing the vehicle often, especially in winter, having it protected with rust-proofing, keeping the tires in good shape, aligning and balancing wheels, and keeping the interior as clean as possible.

These might seem time

consuming and probably will involve some expen-

ditures, but the bottom line is that the car or truck

will last longer and its resale value will be higher.

## Find the right vehicle specialist

When your vehicle develops a specific problem, it is not always easy to find the right person to fix it. This can be aggravating, especially if it's a transmission problem, faulty suspension, or a misaligned car.

So, where should you go to get it fixed?

The first thing to do is to talk about your problem with your own personal mechanic. He or she will be the best person to direct you to the best shop they

know. If you want to deal with the matter yourself, the best thing to do is to ask your friends for recommendations. If the results do not please you, you might want to consult your local paper to find some shops to talk to.

Good business owners do advertise in such publications because they want to serve their own communities first. Chances are you will make friends with such people and get great service.

Similarly, a Yellow Pages type of phone directory will also be useful. The internet is another great way to find a garage that will suit you. The good part about websites is that businesses have more space to advertise their unique services and other details, which is an advantage when it comes time to talk price.

So go ahead and call around, and don't forget to consider the dealership among all the choices!

### Car and auto part sales led retail sales increase in January: StatsCan

Statistics Canada says retail sales rose 0.5 per cent to \$38.9 billion in January with motor vehicle and parts dealers leading the growth.

It was the fifth sales increase in six months, although with automotive sales excluded, sales fell 0.5 per cent.

Gains were reported in five of 11 subsectors, representing 52 per cent of total retail sales.

Retail sales rose in six provinces, with Ontario recording the highest gain of 1.5 per cent.

Sales at motor vehicle and parts dealers rose 3.7 per cent, with new car sales up 4.6 per cent, the highest monthly growth rate in three years.

Sales also rose at general merchandise stores, department stores, clothing and clothing accessory outlets and shoe stores.

Building material and garden equipment and supplies dealers saw sales slip 5.2 per cent in dollar terms, offsetting a 4.0 per

cent rise in December.

Sales were also down at food and beverage

stores, electronics and appliance dealers and gas stations.

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# Focus on Agriculture

## CWB moves on with new plan

The Canadian Wheat Board is moving on with a new plan to market western wheat and barley.

The board says it will offer both pool and cash contracts for the crop year that starts August 1.

It will also sign agreements with grain-handling companies—including competitors—as it deals with a newly open market. Late last year the Harper government pass legislation that stripped of the board of its marketing monopoly.

As for programs, the board is offering producers two pools—one for the short term in which delivery is guaranteed by January 31 and a longer-term one that runs until the end of the crop year in July 2013.

## No illness due to meat program problems

Nova Scotia's agriculture department says no one has become ill because of problems in the province's meat inspection program.

The department gave the update in response to criticisms from the auditor general last fall that government inspectors weren't doing a good job keeping watch over slaughterhouses and meat processing plants.

In his report, Jacques Lapointe cited a lack of monthly inspections and inconsistent followups when deficiencies were found.

He also said there didn't seem to be any enforcement action taken when deficiencies weren't corrected.

Nova Scotia Agriculture says it is working toward implementing all of Lapointe's recommendations.

## Decision on COOL could be made soon

A final World Trade Organization decision on U.S. country of origin labeling legislation for meat products could be made before the end of June.

Washington is appealing a WTO Dispute Panel ruling that mandatory label policy discriminates against Canadian livestock.

The Canadian Cattle-men's Association has already spent around \$3 mil-

lion battling the legislation, and the group is promising to continue the fight.

It's expected that written submissions will be made by both countries before mid-April, with oral hearings later this spring.

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# Focus on Agriculture

## CWB outlines plan for a new market reality

BY STEVE LAMBERT  
THE CANADIAN PRESS  
The Canadian Wheat Board has outlined its plan for a western wheat and barley market it no longer monopolizes.

The board will offer both pool and cash contracts for the crop year that starts Aug. 1. It will sign agreements with grain-handling companies that are sometimes its competition and will continue to cut jobs as it deals with a newly open market.

"The role of the wheat board is really going to be determined by what farmers want us to do," board president and CEO Ian White said Thursday.

"If farmers are interested in our programs, which we sincerely hope they will be, then they will want to sign contracts with us."

For more than six decades, western wheat and barley farmers were forced to sell through the wheat board. The federal government passed a law late last year to open the market to competition as of this summer.

The move split the farm-

ing community. Some believe prices will drop as producers compete against each other for sales. Others believe they can get high prices on the open market and deserve the right to try.

Eight former directors of the wheat board, who were elected by farmers, tried unsuccessfully to have a court overturn the federal law.

The change means the wheat board will compete for sales against grain-handling companies, many of whom the board relies on for grain transportation.

"A key within the handling-agreement discussions is determining . . . where we're competing with a company and where we're co-operating with a company," said Ward Weisenel, the board's chief operating officer.

The board signed one such deal with Cargill earlier this month and expects to soon have deals in place with all grain handlers on the Prairies, Weisenel said.

As for programs, the board is offering produc-

ers two pools: one for the short term in which delivery is guaranteed by Jan. 31 and a longer-term one that runs until the end of the crop year in July 2013. There are more than a dozen reference grades for various types of wheat and barley.

The board continues to be the only option for producers who want the security of price pools, White said.

"Our pools will ensure that farmers are never forced to settle for the bottom of the market or chase an elusive market high."

The board is also offering a range of cash contracts, some with fixed prices and some that adjust.

The board has already reduced its workforce by about 70 jobs and now has 340 employees. More cuts are likely, White said.

"As we go through the next six months or so, we'll be tuning that staff complement to meet the needs of what the future environment looks like, and obviously that will be a smaller complement of staff than we have today."

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## Focus on Agriculture

### Government increases funding for pest control

Federal Agriculture Minister Gerry Ritz and Saskatchewan Agriculture Minister Bob Bjornrud announced \$1.8 million to help producers and rural municipalities control beavers, rats, wild boars and gophers.

"These pests can be a significant economic liability for our hardworking farmers and can cause damage to farmland," said Ritz. "This funding will ensure the continuation of successful programming to mitigate pest damage and help prevent financial losses for Saskatchewan farmers."

"Excess moisture in many areas of the province over the past two years has led to increased damage caused by beavers at a significant financial cost to producers," Bjornrud said. "This funding will help producers and RMs mitigate this damage, as well as problems caused by rats, wild boars and gophers."

The federal and provincial governments will provide \$500,000 to the Saskatchewan Association of Rural Municipalities (SARM) to continue administering the Beaver Control Program in 2012-13. According to the most recent 2011 claims, approximately 35,000 beavers have been removed under last year's pilot program, saving farmers and ranchers thousands of dollars in damages.

SARM will also receive \$1 million to

continue administering the Rat Control Program in 2012-13, an increase of \$250,000 over last year. This is an 85 per cent increase in funding for rat control since 2007. In addition, SARM will receive \$50,000 to continue administering the wild boar control program.

Producers will also continue to have access to funding for the control of gophers in 2012-13. Under the Gopher Control Rebate Program, producers and RMs are eligible to receive a 50 per cent rebate on eligible gopher control products.

The federal government's Pest Management Regulatory Agency has also recently approved registration of two per cent liquid strychnine for use in 2012 to help control gophers.

"There were resolutions brought to our convention floor calling for the continuation of the Beaver Control Program and we are pleased federal and provincial governments are addressing this concern," SARM President David Marit said. "Along with increased funding for rat control, continued funding for the control of wild boars and gophers, and access to strychnine to control gophers, producers now have more tools to help them address the problems caused by these animals."

Funding for these programs is being provided under the federal-provincial Growing Forward agreement.



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# Focus on Agriculture

## Funding extended for grain bag recycling project

Federal Agriculture Minister Gerry Ritz and Saskatchewan Agriculture Minister Bob Bjornrud recently announced \$210,000 to extend the Grain Bag Recycling Pilot Project for another two years. The Grain Bag Recycling Pilot Project was first implemented in March 2011.

In the first year of the program, Saskatchewan farmers recycled approximately 275,000 pounds of agricultural plastics and baler twine. This is equivalent to over 80 kilometres of grain bags, more than the distance between Moose Jaw and Regina. "Farmer support for

last year's pilot program showed great demand for a responsible method to dispose of grain bags," Ritz said. "This innovative project is an easy and positive solution that meets the needs of farmers." "Grain bags are an important source of grain storage for many producers, and there is a need for these collection sites,"

Bjornrud said. "There was strong uptake in the first year of this project and we are pleased to partner with the federal government and other groups to continue this project while we work toward a long-term solution." Farmers and ranchers can access collection sites across the province in Viscount, Abbey, Unity,

Hirsch, Macoun, Kelvington and Prince Albert. The pilot project will also provide support for the Moose Jaw River Watershed Stewards grain bag recycling project, which has collection sites in Moose Jaw, Milestone and Mossbank. "Grain bag disposal has been an issue for many of our members and we are

pleased the federal and provincial governments are working to address this by continuing the Grain Bag Recycling Project," SARM President David Marit said. The Grain Bag Recycling Pilot Project will be administered by the Provincial Council of Agriculture Development and Diversification Boards (PCAB).

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# From Canada to Peru



Above: Dr. Rob Austin with a Peruvian translator.  
Left: The volunteers at Machu Picchu

**Continued from Page 1**

The volunteers' work was limited by the fact that some of their patients would likely never see a dentist again. "In Moosomin, people can always come back if a filling doesn't work out or if they need more work. Down there, they can't come back, so if we weren't sure a filling would work, then the tooth had to come out."

"There were a lot of people who needed to have a lot of work done. It was just a drop in the bucket what we did. It could be there a long long time helping them. In some cases, had decay on all corners of their mouth. We did lots of fillings, and we did lots of extractions."

Case said she is happy to have had the experience. "I'm glad we could do this," she said.

"I've always wanted to do something that mattered, to do something that makes a difference for someone. I'm just so glad that Rob said 'well, let's do it.'"

Case said she keeps thinking about the Peruvian experience now that she is back home.

"I came back feeling good that I did it. I know we really did make a difference we really did help people."

—Betsy Case

"It's hard to get back into the normal things," she says. "These people have nothing, but they complain about nothing. You come back here and we're worried if the dishwasher doesn't work. An experience like this it makes you appreciate what we do have."

Case says the Moosomin Dental Centre employees would like to go on a similar trip again, and may do some fundraising if they plan a future trip.

"I definitely would like to do it again, and I hope we do," she said. "Kindness In Action has some sponsors who help, but everyone who goes pays a certain amount depending on where you're going."

"Another year if we do this we would think about fundraising so that there's a way people can help."

"A lot of people said they wish they knew we were going because they would have liked to help."

Why did the local volunteers spend the time and effort to work on dental problems in a remote corner of Peru?

"We did it just because we wanted to go help people," says Case.

"The five of us who went, it was never a question that we wanted to go, it cost a fair bit to volunteer, but we all really wanted to do it."

"We got to meet some awesome people and got to see a beautiful country. I wish everyone had the opportunity once in their life and go see how other people live. They seem quite happy, and very thankful—very, very thankful."

"I came back feeling good that I did it. I know we really did make a difference we really did help people."



Above: Local schoolchildren tour the temporary dental clinic at Chincheros.

Below: People lined up for dental care.



Above: Jennifer Gray of the Moosomin Dental Centre works on a patient.



Above: Betty Thiele of the Moosomin Dental Centre assisting a dentist.

# MOOSOMIN CHAMBER OF COMMERCE

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# 3

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# Focus on Agriculture

## Spring runoff already over in Manitoba

The Manitoba Infrastructure and Transportation Hydrologic Forecast Centre's spring flood information update shows the 2012 spring run-off occurred early and is complete on the Red, Souris, Assiniboine and Pembina rivers, and in the southern Interlake.

Peak levels and flows in these areas were generally below normal.

In northern Manitoba, localized spring flooding could still occur in the The Pas region where there have been above-average soil moisture conditions and significant snowfall this season.

If a major storm develops this spring along the upper Assiniboine River and in the The Pas area, localized flooding could occur. On major lakes with open water, strong winds could still pose flooding problems along the beaches. Lakes Manitoba and Winnipeg still have ice cover. Forecast north winds of 40 km/h gusting to 60 km/h may cause moderate shoreline ice pileup. Lake ice conditions will continue to be monitored.

There is still a risk of spring storms producing significant amounts of precipitation leading to minor localized flooding, however, this is less likely to affect the main stems of the Red, Souris and Assiniboine rivers.

Flood reports will be issued in case of advisories, watches or warnings. Further information is available at [www.gov.mb.ca/mit/floodinfo/index.html](http://www.gov.mb.ca/mit/floodinfo/index.html).

The province's flood-protection infrastructure investment in 2011 served to minimize flood damage and will continue to protect Manitobans into the future. Recovery efforts are still underway to address the damage caused by last year's flood. The full cost of flood-fighting and recovery efforts last year was approximately \$936 million. About \$445 million is expected to be recovered from the federal government.

### CLIMATIC WEATHER AND RIVER CONDITIONS

Above-normal and record temperatures in February and March have melted most of the snow in Manitoba, North Dakota, Minnesota and Saskatchewan. Some remnants of snow still exist in northern parts of Manitoba including the Swan Valley and The Pas regions. Portions of the Assiniboine River Basin and the Interlake have measured snow-water equivalents of five to 10 millimetres (0.2 to 0.4 inches) and around 20 mm (0.8 in.) over mountains and the upper Interlake.

The major rivers and tributaries have open water conditions. There is little or no ice in small tributaries in southern Manitoba.

Some parts of the upper Assiniboine River have patches of thin ice but, with warmer weather in the forecast, most of the ice will likely be gone by next week.

**SPRING RUN-OFF**  
The 2012 spring run-off

was below normal in most parts of Manitoba and near normal in a few areas such as The Pas. Light showers on wet or partially frozen soils plus some expected extra precipitation this week will see some rivers and creeks either maintain levels close to peaks or experience slower recessions.

### RIVER ICE CONDITIONS AND ICE JAMMING

Ice-jam flooding is unlikely to occur in the main stem of the Assiniboine River but moving ice could pose dangers within the river channels. It is impossible to predict the occurrence and extent of ice jamming.

### ASSINIBOINE RIVER

**MAIN STEM**  
Flows and levels along the Assiniboine River are still ice affected. The river is near crest level upstream of Brandon and levels are expected to decline during the next few days.

The Shellmouth Reservoir level is increasing. To achieve the summer target level of 1,402.5 ft., the Shellmouth Dam outflow was reset to 50 cubic feet per second on March 16, then to 30 cubic feet per second on March 19. The total inflow is decreasing; March 26 inflow was around 2,600 cfs after cresting at around 2,835 cfs on March 24. Outflows may be increased to maintain the average summer target level, balancing between drought and flood risks.

**SOURIS RIVER BASIN**  
Below-average winter

precipitation and below-normal soil moisture were recorded in the North Dakota, Saskatchewan and southern Manitoba portions of the watershed. Flows in the main stem are close to 400 cfs and should increase depending on the expected rainfall during the next few days as well as the possible release of water from the Westhope control structures by the U.S.

### INTERLAKE REGION

With unfavorable weather, localized minor to moderate flooding could occur.

The emergency channel is helping bring down levels on Lake Manitoba and

Lake St. Martin as predicted. In 2011, Lake Manitoba peaked at 817.15 ft. Lake St. Martin had a peak of 805.5 ft. With average conditions, Lake Manitoba is expected to drop from its current level of 813.49 ft. to about 812.8 ft. by the end of July. Lake St. Martin is also expected to continue dropping from its current level of 801.68 ft. to around 800.3 ft. by the end of July.

Fairford flows will remain high into spring time. No Portage Diversion flows are expected.

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Soil moisture and snow

cover are below normal in most areas apart from areas around the The Pas region. An unfavourable weather scenario could produce localized flooding, especially if there is a rapid melt in the higher terrain. The projected river levels are expected to remain within river banks and are similar to those of 2005 in the The Pas region.

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# Focus on Agriculture

## Provincial gov't reviewing Viterra deal

BY JENNIFER GRAHAM  
THE CANADIAN PRESS

The Saskatchewan government wants to know how a proposed takeover of grain handler Viterra by a Swiss company will affect the province.

The government announced Thursday that it is reviewing the \$6.1-billion deal that would see Viterra acquired by Glencore International.

Much of the business would remain in Canadian hands because Calgary-based Agrium Inc. and privately held Richardson International, based in Winnipeg, would buy the majority of Viterra's Canadian assets for a combined \$2.6 billion in cash.

Premier Brad Wall said Informa Economics Inc. will report on the implications of the deal for Saskatchewan.

"We'd like this independent group to explore some questions, including what's the impact . . . on Saskatchewan farmers? What's the impact in terms of the concentration on the competitive side on farm inputs? What's the impact economically to the province, if any?" said Wall.

The report will also look at grain industry employment in Saskatchewan, competition within the western Canadian grain-handling system and Saskatchewan's strategic position in the international grain industry.

"On the grain-handling side, there appears to be actually a more diffuse market if this takeover happens because of the market concentration the former Viterra had and what's going to be happening with Richardson's or Pioneer elevators, so that part seems to be addressed, but again we're going to do the work," said Wall.

"It's less clear on the input side, certainly with respect to not just fertilizers but the retail presence in rural Saskatchewan and across Western Canada."

Saskatchewan did a similar analysis of BHP Billiton's \$40-billion U.S. hostile bid for Potash Corp. in 2010.

That study formed the basis of Saskatchewan's opposition to the deal and to the province's recommendation to Ottawa, which decides on such matters. Wall led the charge against that deal, arguing it failed a

net-benefit test on all three counts: strategic, fiscal and economic.

The premier said potash, a key crop nutrient found in few places around the globe, was a strategic resource, and Ottawa ultimately rejected the bid.

Wall has said Viterra does not fit Saskatchewan's definition of a strategic resource.

Alberta Investment Management Corp., Viterra's largest shareholder with a 17 per cent stake, as well as Viterra's directors and senior executives have agreed to support the deal. The transaction will require approval by two-thirds of the votes cast at a meeting of Viterra shareholders expected to be held in May.

The premier said it's still important to review the proposed deal even though it's not a hostile takeover.

"We think it's responsible for the provincial government to state its position with respect to the proposed takeover and in order to do that we want to avail ourselves of all the available information."

Glencore has said that it wants to use Viterra to build its business in North America.

Viterra, formed by the merger of the Saskatchewan Wheat Pool and Agricore United, is a grain handler, marketer and food processor with operations across Canada, the United States, Australia, New Zealand and China.

Wall has said it's encouraging that part of the agreement includes keeping Viterra's North American head office in Regina.

The federal Competition Bureau will do its own review, but it's unclear how long that will take.

The province is to get the report from Informa Economics by May 7 and make it public a few days later. However, the government is likely to take some time before it releases its position, Wall said.

"Because of the competition review, this is going to be a longer process than a normal timeline prescribed in the Investment Canada review. I think we're looking at this process continuing over the summer frankly on the competition piece," said Wall.

"There's no real rush and we're not going to rush it. We're going to try to get this right."

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## Community Recognition Awards: Chamber award winners named

BY KEVIN WEEDMARK

The Moosomin Chamber of Commerce has announced the recipients of the Community Recognition Awards. Awards will be going to two groups and two individuals this year.

Awards will be presented April 28 to the following:

- The doctors of the Moosomin Family Practice Centre in recognition of their contributions to the community. The doctors have come up with a model of rural practice that is starting to be replicated elsewhere, with the doctors operating out of one clinic and providing coverage for one hospital, but operating satellite clinics in surrounding communities. They have ensured steady and reliable medical services in Moosomin and surrounding communities.

- The Moosomin Regional Park board for the board's efforts in promoting the region and expanding the park's draw. The Regional Park has hosted two very successful Living Skies Come Alive fireworks competitions that attracted thousands of people and has a third planned for this summer.

- Dan Davidson will be honored for

his investment in the community and his work efforts in attracting new businesses to the community. Davidson is the owner of The Red Barn and Dano's, and is developing a new strip mall that will include a Subway Restaurant.

- Mike Schwean for his work in promoting recreation and co-ordinating improvements at the Communiplex and Bradley Park. Several improvements have been made to the park and the Communiplex in recent years, under Schwean's direction. Several upgrades are planned for the park grounds this summer, and Schwean is also spearheading efforts to add a dressing room and meeting room to the Communiplex.

The awards will be presented at the Community Recognition Awards at the Conexus Convention Centre on Saturday, April 28. The evening will include a supper and will wrap up with a cabaret featuring Shameless.

The event will be held the same weekend as Moosomin's Home, Farm and Leisure show which runs 5-9 p.m. Friday and 10 a.m. to 4 p.m. Saturday. The show will also feature a pet show on the Friday starting at 7 p.m.

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# One man's experience in the Second World War: Journey into the Unknown

BY KEVIN WEEDMARK

Darlene Gordon says she didn't know a lot about her father's wartime experiences when she was growing up.

Her father—the late Bill Dennstedt of Moosomin—was part of an air crew shot down over Germany during the Second World War.

Through a combination of luck and survival skills he managed to make it back to England.

While he didn't like to talk about his wartime experiences, Dennstedt committed the experiences to paper later in life.

"We didn't know a lot about what it was like for him. We knew that after he got back from Belgium he only weighed 129 pounds because he nearly starved to death," Gordon said in an interview last week. "He ate a lot from gardens and fields at night, after the security had left. He ate a lot of berries. Other than that, before we read his manuscript we didn't know a lot about his experiences."

Dennstedt had started writing out his manuscript in the 1980s, and published it in 1996.

He had received photocopies of his crew's operations record book, which included information on missions and operations his crew had been on. Gordon believes that document spurred him on to write out his memories.

"I read it a couple of times, and thought my father was a hero," she says, "although he would not have thought of himself as a hero. He's one of thousands of heroes that fought in the Second World War."

She started delving into the manuscript last year.

"In February of 2011 my sister Joanne asked me if I could shorten Dad's story for a magazine which was interested in publishing it.

"While rereading the story I realized that it could not be shortened, and that I had questions that needed answering. I started doing some research on the Belgian resistance, tried to contact some of his crewmates, and it went from there.

"I researched the people who Dad had met while in the UK in 1943-1944 and in occupied Europe during his evasion, the Belgium Resistance, pre-evasion events, Bomber Command and RCAF Group 6, his squadron and the crew's Halifax bomber. Jim Guignon, a crewmate of Dad's, added to the pre-evasion part of the story, relating stories of specific operations and missions the crew had been on.

"Two crewmates (including Jim) told me their POW stories, I received information from the niece of the pilot who died in the crash and have bits and pieces of information of another crew member."

She said many of the veterans she spoke to hadn't spoken much about their experiences over the years. "Speaking with dad's aircrew, they did not talk about it," she said. "So many of their friends didn't survive—I wonder if there wasn't a bit of guilt, that they survived, but not everyone did."

Gordon has edited the manuscript and put it out in book form, and learned a lot about her father in the process.

"I've learned about our father and why he was the man he was," she said.

"I understand now why he had so much integrity, why he held things so closely to his chest, I understand his love of nature—he was in the Ardenne Mountains for months before he made contact with the Belgian resistance—and I understand his spirituality."

The book is being sold with proceeds going to the Canadian Hero Fund, which provides post-secondary scholarships for spouses and children of fallen Canadian soldiers.

Only 250 copies of the book were printed, with the aim of raising \$3,000 for the Canadian Hero Fund. Already, 110 of the books have been sold, and Gordon is coming to Moosomin May 11 to sell copies of the book at the Moosomin Legion.

Gordon says she has enjoyed the process of putting the book together.

"It has been a journey, one in which I've thoroughly enjoyed," she said.

"I've met many Canadian Air Force veterans, become acquainted with Dad's crewmates, met another occupied Europe evader whose aircraft was shot down the same night as Dad's crew, Resistance researchers, and interested correspondents who are researching their own fathers' stories and who have provided me with research resources."

Gordon said she ended up with so much information, she wanted to publish it in book form to transmit the story to future generations.

"Jim, Dad's crewmate, added so much information I just decided, along with Joanne and Marilyn, that since World War II veterans are dying, they need to be remembered.

"A lot of people don't realize the scope of the war and the impact on Canadians. There were 9,900 RCAF airmen who died in World War II combat. In the Normandy invasion 18,000 Canadians died. People don't know those facts. I want people to know so we don't forget the contributions of our Canadian heroes—the men who died, the men who were maimed for life and those who did come home."

She said a lot of work went into the book.

"Doing the research and interviewing was well over 600 hours, and there was probably another 100 hours

**"After the tremendous jerk as the chute opened, the first sensation was of intense cold and the feeling of swinging, in circles to begin with, then to and fro, pendulum style. In the dark sky our burning aircraft resembled a shooting star. I do not recall landing because I was knocked out on impact."**



The cover of *A Journey into the Unknown*, which tells the story of Bill Dennstedt's experience in the Second World War. Dennstedt, from Moosomin, was a member of a Royal Canadian Air Force bomber crew shot down over Germany.

putting the book together," she said.

Following are some excerpts from the book:

## Alone in Germany

After the tremendous jerk as the chute opened, the first sensation was of intense cold and the feeling of swinging, in circles to begin with, then to and fro, pendulum style. In the dark sky our burning aircraft resembled a shooting star.

I do not recall landing because I was knocked out on impact.

There were many voices and gruff voices of command, as search activity had already begun in the area

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looking for downed airmen. When it became quiet, I released the harness and scrambled down. Upon reaching the ground, my legs folded and I thought of the shell particles which had hit my left knee, but soon a tingling sensation developed in my feet and lower limbs and I realized that I was not seriously injured, that my legs had just gone to sleep as a result of the circulation loss from being suspended in the harness for so long.

By this time the sky had cleared and I glanced up to the stars to get a bearing. I thought of my predicament, being well within Germany, without footwear and looking to the stars for guidance. The meaning of the Air Force motto, 'Per Ardua Ad Astra', interpreted as 'Through Adversity to the Stars', came to me and with a silent prayer I set out on what was to be an unforgettable journey into the unknown.

## The journey begins

Believing it to be safe and leaving the shelter, I went to replenish the drinking bottle. I had placed a halizitone tablet in the bottle and was approaching a stream when looking ahead, I saw an elderly woman leading two calves to the water. For seconds we just stood there, staring at each other.

Neither of us spoke, but unable to retrace my steps I scooped some water into the bag as I crossed the creek and continued on my way, quite a spectacle with my bearded, bruised face, badly torn flying suit and padded feet caked with mud.

Now I was in trouble! Realizing she would go home and report my presence to the authorities, I took the first of my guarded Benzadrine tablets and left the area. Through the night as energy failed, I swallowed other tablets, many more than was recommended.

## Crossing into Belgium

When darkness fell, I concluded that the guard shelters were not occupied because there was no activity. I crept cautiously up to the bridge to a path beyond, swinging left down the footpath as I crossed.

Suddenly, out of the darkness, a large form wearing a dark uniform loomed ahead. I chose to ignore him but when we came abreast, the huge man grasped me by the left arm, speaking in an unfamiliar language.

If apprehended I had already decided to be honest and declare myself truthfully as I realized the folly of trying to bluff my way when unable to speak the language. I chose to mumble the words I had rehearsed, 'Aviateur Canadienne, tomber dan Allemagne et partir Belge'.

Holding my arm for what seemed an eternity, he pointed to a safer route around the village.

He extended his hand in a genuine Belgian handshake. I shall never forget his parting words of 'Bon Chance' as he turned to go.

Anyone who wants to purchase a copy of the book can buy one at the Moosomin Legion on May 11 from 10 a.m. to close or email Darlene Gordon at dgordenn@shaw.ca

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# Redvers and District Oil Showcase coming up May 10-11

The fourth Redvers and District Oil Showcase is just around the corner. Scheduled dates are to be May 10 and May 11 and there has already been a great deal of interest with regards to registrations and sponsorship. Interior space is over 60 per cent filled and outside space is over 80 per cent filled.

This year, the keynote speaker at the dinner on Thursday night will be Patrick Ward, President and CEO of Painted Pony, and Enbridge is scheduled to present on Friday.

The previous shows were held in 2007, and the second annual in 2008. The first two-day event was held May 7 and 8, 2010 offsetting the Weyburn Oil Show.

Based on some of the feedback that was received from various exhibitors from the last show, the committee has decided to change things up a bit again this year and host the show on Thursday and Friday rather than Friday and Saturday—as it was in 2010. The committee hopes that this will allow people working a variety of different shifts to attend.

With Redvers being situated right in the middle of the Bakken play in Southeast Saskatchewan and Southwest Manitoba (as well as adjacent to the same play in North Dakota), this makes it the perfect location to showcase existing and upcoming technologies for the oilfield and related industries. The Oil Showcase will have items and exhibits of interest to everyone from company officers, engineers, consultants, drillers, land people and many others who work in the oil industry.

Previous oil shows revealed Redvers as a town progressing and moving forward and the committee wants to show that they are continuing that trend. With a new hotel in

progress as well as an expansion planned at the campground, they anticipate that there will be ample space for all to stay in town at the next oil show.

The 2010 oil show was a tremendous success with Brett Herman, CEO of former Tristar Oil and Gas Ltd being the keynote speaker to a sold out crowd at the roast beef and "pork on a spit" banquet on Friday evening. One-hundred exhibitor spaces were filled both inside and outside at the Redvers arena, showcasing a number of oilfield and other industry technologies and well over 1100 people came out to check things out. At the 2010 show the committee also entered the names of all of the gold and silver sponsors to a draw for either a commercial lot in Redvers or a trip voucher and Essential Coil Tubing won the draw and selected the travel voucher.

Feedback from the last oil show was remarkable and the committee anticipates a full show yet again with loads of exhibitors and hopefully a similar showing of people taking the opportunity to take a look around and make new industry contacts.

Ron Plett with BAR Engineering's comments on the last show are as follows:

"For a new company in Southeast Saskatchewan, it was a wonderful place to make contacts. The Redvers and District Oil Showcase was a very well organized show."

To be a sponsor or to request a booth at the next show being held Thursday May 10 and Friday May 11, those interested can contact the Redvers and District Oil Showcase Committee at 306-452-3225, or e-mail redversoilshow@hotmail.ca. They may also visit the Town of Redvers website and click on the Redvers and District Oil Showcase link.

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May 10 - 11, 2012



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President & CEO Painted Pony
- Comedian to follow: **PUCK 'N' FUNNY**
- Enform Learning Session (Thursday)
- Enbridge Presentation (Friday)

For more information go to [www.redvers.ca](http://www.redvers.ca) and click on the link to the Redvers Oil Showcase  
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# Legislature goes from red to green

BY JENNIFER GRAHAM  
THE CANADIAN PRESS  
Red carpet has been in the Saskatchewan legislature since it opened 100 years ago, but that will change this summer when the assembly goes green.  
Speaker Dan D'Autremont said Tuesday that the current version of the red wool carpet, which was installed in 1978, has been patched

over the years. But he said it's worn out and needs to be replaced.  
"As an MLA sitting in here, when you leave at the end of the day your pant legs are all red from the fibres that have come up from the carpet," said D'Autremont.  
Legislature staff have also had to take steps to hide holes on budget day or throne speech day.

"The staff actually take red felt markers out and paint in all the white spots that show up, where the steps have been worn. And so it looks good when you get everybody in here because they don't notice that the carpet's completely worn right through to the underlay because it's all painted over," he said.  
"That wears off quickly."

The new carpet will cost about \$60,000. This will be the third time the carpet has been replaced since the legislature opened its doors in 1912.  
Red carpet is usually reserved for the Senate or the House of Lords in Britain.  
In his book "Building for the Future: a Photo Journal of Saskatchewan's Legislative Building," former lieutenant

governor Gordon Barnhart wrote that green carpet was the original choice for the legislature by the building's architects. It was intended to co-ordinate with the marble in the rotunda and the green marble baseboards in the chamber, he said.  
Barnhart wrote that it was a mystery as to why red carpet was chosen.  
However, there is specu-

lation that Walter Scott, the province's first premier, wanted red carpet because it was his Liberal Party's color.  
Green is the color of the governing Saskatchewan Party and it's one of the colors for the Saskatchewan Roughriders.  
D'Autremont said the change was made by the current architects and it is not a partisan decision.



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# Family ranch keeps rising star grounded

By **CHRISTALEE FROESE**

The family ranch has shaped Blake Berglund's life, as well as the lyrics in his songs.

The Kennedy, Sask. native won the Rising Star Award at the 2011 Saskatchewan Country Music Awards proving that there is an audience for down-to-earth ballads and rural-based lyrics.

Blake's country/alternative sound and ranching songs, like "where have all my horses gone," have made him a hit throughout the prairies.

"Being raised on a farm has kept my music real and has allowed me to create a very authentic sound and style," says the 28-year-old touring musician who still returns home between gigs to feed cattle, make hay and ride horses.

Following on the heels of Blake's successful CD "Ends of the Earth" will be his third album, "Coyote." Being recorded in Ashcroft, B.C. under the direction of John Ellis, the CD is expected to appeal to country music fans and rural audiences.

"This album is more directly affected by my roots as I sing about localities, viewpoints about the government and horses. It has more agricultural references than anything I've done before."

The rising country star has shared the stage with well-known musicians Corb Lund and Jason McCoy, as well as doing about 200 independent shows annually. While a musician's life is one he cherishes, he's always eager to return home to the family's southeast Saskatchewan farm.

"I love getting up at 5 a.m. and getting on the tractor. With all of the hustle and bustle of life on the road, going around and around for 15 hours a day is my escape, my meditation," says Blake.

Blake's parents, Jack and Terry Berglund, and Blake's younger brother, Jarid Berglund, run the cow-calf operation. The senior Berglunds are second-generation farmers who are proud to have their son and his wife Brittany as integral parts of the operation.

Jack and Terry Berglund are pleased to have Blake and their two daughters involved in the ranch as well, with daughter Jody owning land and daughter Casey, a dietician, supporting the production of organic meat from her home in Edmonton.



Above: Blake Berglund on the family ranch near Kennedy, Sask.



Above: (left to right) Jarid, Jack, Blake, and Terry Berglund.

All of the cattle on the 26-quarter ranch (including rented land) are looking particularly good this year as a mild winter

has meant the average steer is 100 pounds heavier than it was last year. The Berglunds have cultivated a market

for their organic beef in eastern Canada, finding that both demand and prices are higher in the east.

"Organic is really big around Toronto and in Quebec. They can't kill them fast enough," says Jarid.

Jack is proud to work alongside his family, the way he worked alongside his mom and dad. While Jack's pioneer parents wanted him to leave the farm they founded in 1924, country living that included rodeo involvement, ownership of an auction mart and the growth of an organic grain operation was Jack's true calling.

"I guess they weren't as optimistic as I was," says Jack, explaining that he was able to access eastern beef markets easier with the knowledge he had gleaned as owner of the Arcola Livestock Auction from 1982 to 1988.

With dense soil and well-treed land bordering the Moose Mountains, the Berglund ranch is ideally suited for raising organic crops of oats, hay, barley and flax.

The grain end of the operation officially went organic in 1998 with the beef being certified in 2007. As an incorporated entity, the Flying B Ranch and Company also operates oilfield services.

"I've always taken a keen interest in nurturing the land," says Jack. "Initially we did it for monetary reasons but I always disliked spraying, and with our type of land, we have good weed control with tillage alone."

Jarid, a CCA champion calf roper and avid horseman, says staying on the farm was a logical choice for him, both economically and in terms of the close-knit rodeo and ranching family they have in the area.

"Being where we are provides one of the best opportunities to get into mixed farming because of the landscape, and land is still relatively cheap here compared to a lot of parts of Canada," says Jarid.

Terry has been an integral part of the farm, supporting the endeavors of all of her children. Following Jarid on the rodeo circuit and Blake on his tours, she can be found rising early and going to bed late.

"We don't miss a show within a 200-km radius so there's been a lot of 4 a.m. mornings," says the proud mother of four.



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