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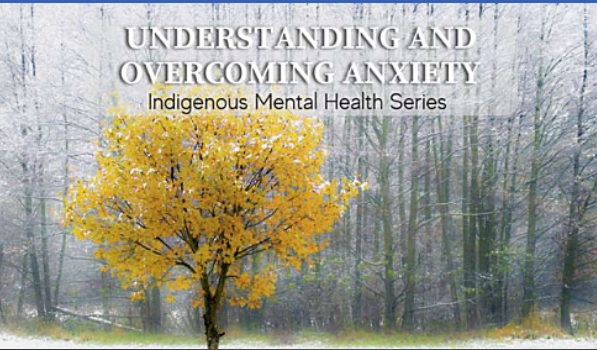


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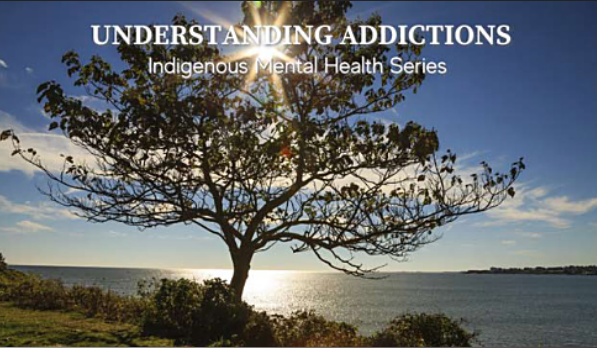
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- ✓ Provides important information and practical coping strategies.
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ABOUT THE PRESENTER

JASMINE PETERSON, M.A.
PSYCHOLOGICAL ASSOCIATE
Jasmine Peterson is a mental health professional of Indigenous descent. She has worked extensively with Indigenous clients over the past seven years at our clinic and in remote Indigenous communities. Jasmine works with children, teens, and adults, providing psychological assessments and counselling / psychotherapy.



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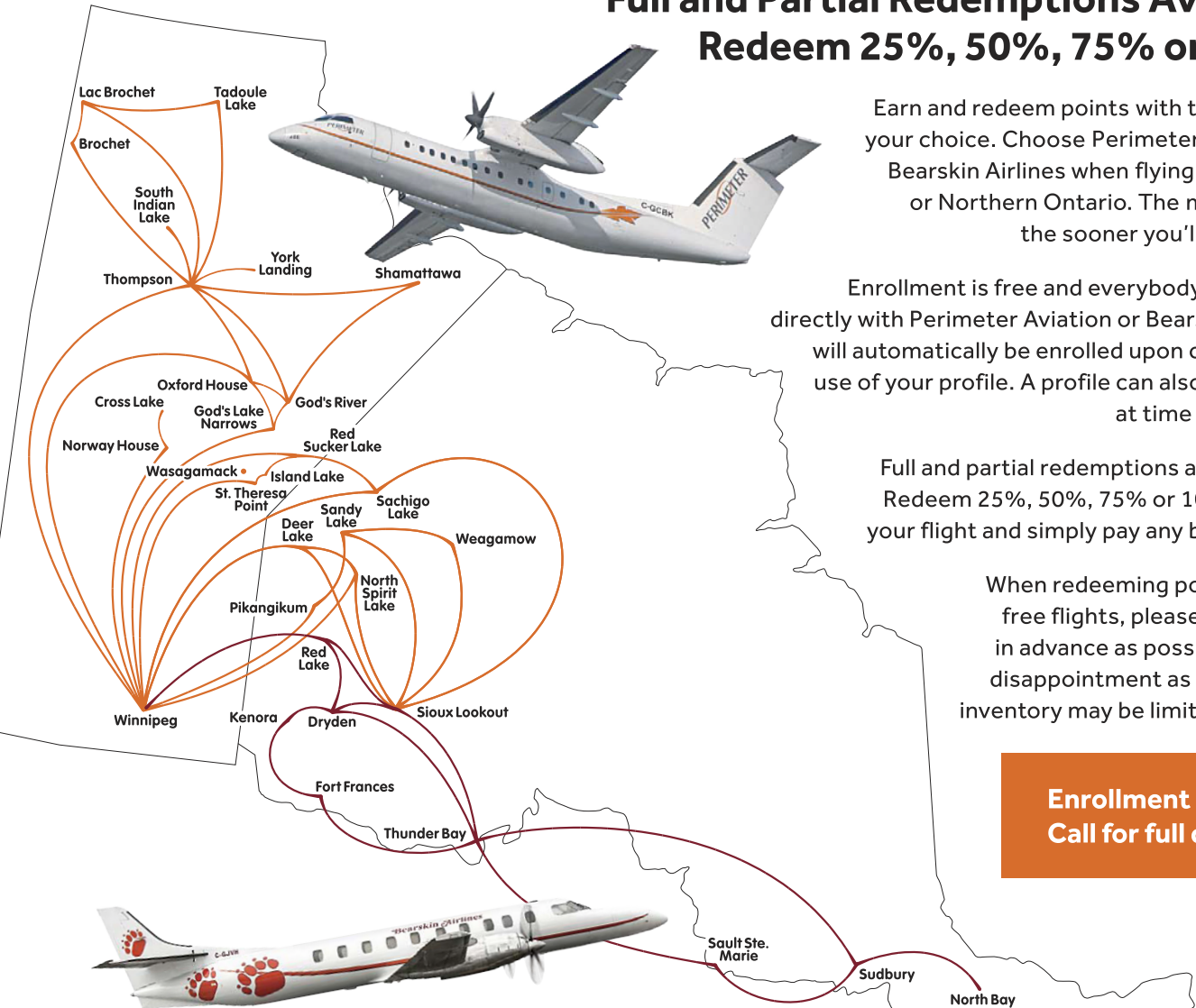
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REWARDS

National Day for Truth and Reconciliation

September 30, 2021



September 30, 2021 marks the first **National Day for Truth and Reconciliation** – an annual commemoration honouring the children lost while attending residential schools, and the Survivors, families and communities still affected by the legacy of the residential school system. More than 150,000 First Nations, Métis and Inuit children were forced to attend residential schools between the 1870s and 1998.

The inaugural National Day for Truth and Reconciliation is not only a day for Indigenous peoples, but for all Canadians to reflect on the damages inflicted by residential schools and the intergenerational impacts which continue today.

On September 30, now recognized as National Day for Truth and Reconciliation and Orange Shirt Day, all Canadians are encouraged to wear orange to signify Every Child Matters. Public commemoration is a vital part of the reconciliation process in Canada as it deepens our collective awareness of the residential school history and ensures ongoing reflection across the country for years to come.

Orange Shirt Day is an Indigenous-led grassroots commemorative day that honours the children who survived residential schools and remembers those who did not return home. This day recalls the experience of Phyllis Webstad, a Northern Secwepemc (Shuswap)

from the Stswecem'c Xgat'tem First Nation. On her first day at St. Joseph's Residential School in Williams Lake, BC, Phyllis's new orange shirt was taken away from her, never to be seen again. To Phyllis, the colour orange has always reminded her of her experiences at residential school. It is now a symbol of the stripping away of culture, freedom and self-esteem experienced by Indigenous children over generations.

A flag to honour residential school survivors (*shown above*), with nine design elements selected by over 30 residential school Survivors, has been unveiled by The National Centre for Truth and Reconciliation. The NCTR derives its mandate from the Truth and Reconciliation Commission of Canada's Calls to Action and from the agreements under which the Centre was established and the records of Residential School Survivors first entrusted to its care.



At Perimeter, we understand the important role we play in serving Indigenous communities and how integral this day is towards truth, reconciliation, healing, and allowing Canada to recognize and commemorate the legacy of residential schools.



Top (l-r): Bryson Yellowback-Swain, Michael Yellowback, and Ken Wood.

Bottom (l-r): Siekorra Fiddler, Andrea Abuan, Michelle Huyhn, Crystal Baybay, and Donna Mason.

Connecting horizons

AUTUMN 2021

Moving Forward in Thompson	Page 11
Northern Manitoba Frontier Communities: Brochet and Lac Brochet	17
Sandy Lake First Nation Moves Forward	20
Red Lake Survives and Thrives	23
Fort Frances: A Mid-Canada Mecca	27
Sault Ste. Marie: A Four Season Cycling Destination	31
Connecting and Energizing Northwestern Ontario	37

ON THE COVER

Linemen installing travellers in preparation for a structure to have a conductor strung through it on the East-West Transmission project. Credit: Christopher Lupaschuk. Courtesy of Nextbridge Infrastructure

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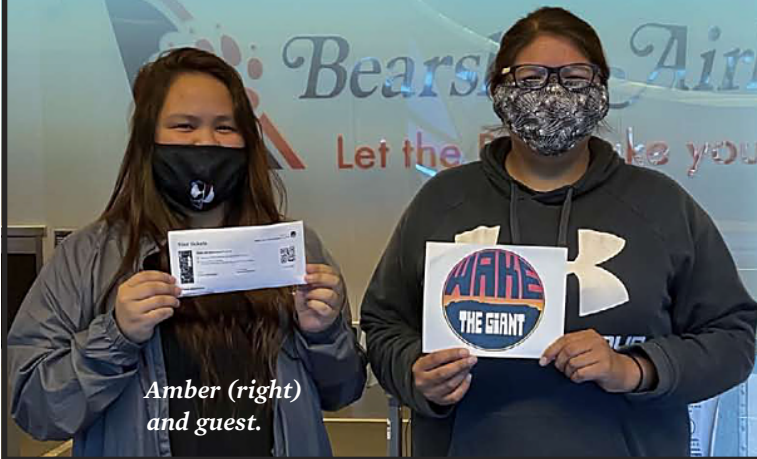


Amber from Fort Frances was the winner of a weekend package for two that included airfare, hotel accommodation and passes to Thunder Bay's **Wake the Giant Music Festival** on September 18th to see Jessie Reyez, Third Eye Blind, Loud Luxury, William Prince, iskwe, DJ Shub and many others.

"I had an amazing time! Northern Cree blew me away and I felt super emotional hearing them live. I've always wanted to, and my dream came true in that moment."

Bearskin Airlines has been a proud supporter of the Wake the Giant movement since the beginning in 2019!

In addition to the sponsorship of this contest to attend the Festival, Bearskin Airlines will make a donation to **Wake the Giant** with every flight purchased between Thunder Bay and Sandy Lake, Pikangikum, North Spirit Lake, Sachigo, Deer Lake and Round Lake through to the end of October.



Amber (right) and guest.

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CONNECTING REWARDS

National Not-for-profit Helps Patient from Northern Ontario Reach Lifesaving Care

By Hope Air Staff

Shawna Atkinson from Sault Ste. Marie, Ontario is in better health these days after Hope Air helped her with flights to health care when she needed it.

Atkinson has travelled with Hope Air several times for a number of health-related reasons. It started approximately 12 years ago when she discovered a lump on her forehead.

At eight months pregnant, she had a severe sinus infection that had travelled to her brain. She was rushed by air ambulance to St. Michael's Hospital in Toronto for a surgery that lasted 13 hours. Thankfully, her son was born later without any health issues. Over the years, she continued travelling to Toronto for appointments with Hope Air.

Without Hope Air, Atkinson would have had to drive eight hours each way for her treatments. More than ten million Canadians live outside large cities that have specialized hospital care and lifesaving treatments, and they must travel long distances at their own expense. Hope Air provides flights and accommodations for patients in financial need who must travel for vital care.

"If it wasn't for Hope Air, I don't know if I'd be here because I don't know if I'd be able to access the medical care I needed at the time," says Atkinson.

She also says she has had good experiences when flying with commercial airlines. Atkinson has also had an opportunity to travel with Hope Air's volunteer pilots who fly patients in their own planes – she loved the experience.

"The pilots are very sociable, very easy going. I have a background in mechanical engineering, so I was very inquisitive of the planes. One of the pilots was very willing to answer any questions I had, and he even let me steer the plane a little bit."

Overall, Atkinson has nothing but positive things to say about her experience.

"This is a great cause, and I wish more people would donate. It could be your parents, your grandparents, and you never know what the future holds. This organization is a good thing to have in your back pocket."

If you'd like to support patients like Shawna, please give at hopeair.ca/donate.

Since 1988, Bearskin Airlines has supported Hope Air by donating flights for patients living in Northern Ontario who must travel to their medical appointments.



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Robert Bateman's "Wolf Sketch" by muralist Charles Johnston of Winnipeg painted on the 10-storey Highland Tower apartment block. Credit: Travel Manitoba.



MOVING FORWARD IN THOMPSON, MANITOBA

By Elle Andra-Warner

After months of COVID slowing things down, things are moving forward in the City of Thompson which is situated along the Burntwood River in northern Manitoba, about 740 km north of Winnipeg.

Prior to COVID, the city had developed 24 goals in their 2019-2022 Strategic Plan (available on the city website) and according to their Communications Officer, Kacper Antoszewski, have now kicked off their economic realignment and prioritization of the city's role as the regional service centre.

According to the 2016 Canadian census, Thompson had a population of 13,678. "However, Thompson provides direct service to most of the remote communities in northern Manitoba in terms of retail, education, healthcare and government services, putting

our service region at just over 50,000," said Antoszewski.

Topping the strategic goals is "quality of life" which includes creating an economic development corporation to encourage investment and entrepreneurship. Antoszewski said "The next step is re-establishing the city's Economic Development Corporation which is a revitalization of our previous development corporation. And like any development corporation, it will be arm's length from government."

A shift in the Thompson's tourism sector will see more emphasis on regional promotion to area residents and those coming to Thompson to access it as a regional service centre. "There's a lot of outdoor activities and interesting things to do and experience here in Thompson, but visitors may not know about them. We need to

build a foundation from the ground up for tourism. Create an environment conducive to those interested in starting those endeavours, creating those experiences and opportunities, like for example tourism outfitters and operators," said Antoszewski, adding "Most importantly, any local tourism industry has to benefit the people who live here, work here, and call Thompson a part of their traditional lands. The right people have to be at the table from the start, including Indigenous communities and our existing business owners."

Good things are already happening in economic development in Thompson. In June 2021, Vale announced a \$150 million investment to extend by 10 years its current mining activities in Thompson. At the same time, Vale will continue an extensive drilling program "to further define known orebodies and search

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I AM AN OWNER!

Cory Bertram
Vice President of Operations

Hi, I'm Cory Bertram and I have been employed with Perimeter Aviation since 2005.

Over the last 16 years I have served in many roles including Chief Pilot and in 2019 I assumed the role of Vice President of Operations.

My primary responsibilities include planning, directing, and implementing the Flight Operations Department's strategic goals, business plans, financial forecast, operational performance, commercial initiatives and budget controls.

I was excited to be given the opportunity to invest in our airline where my efforts contribute to the success of the organization. I have been an owner since 2009.

Being an owner at Perimeter provides the satisfaction that day to day decisions are impacting the financial health of the company as well as my future.

The most important aspect of my daily routine is to plan the long-term outlook of operations that will provide the safest, most efficient and on-time experience for our customers and partner communities.

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for new mineralization." According to Vale, the exploration holds the "promise of mining well past 2040."

"This is the largest single investment we have made in our Thompson operations in the past two decades" said Mark Travers, Executive Vice-President for Base Metals with Vale. "It is significant news for our employees, for the Thompson community and for the Province of Manitoba."

"This \$150 million investment is just one part of our ambitious Thompson turnaround stories. It is an indicator of our confidence in a long future for the Thompson operations," added Dino Otranto, Chief Operating Officer for Vale's North Atlantic Base Metals Operations.

The Thompson orebody was first discovered in 1956 by INCO Limited (now Vale), mining began in 1961 and is Vale's most northerly Canadian location. It was incorporated as a town in 1967 and as a city in 1970.



Vale Manitoba Operations.

Another major ‘moving forward’ initiative was announced in July 2021, when the Manitoba government transferred ownership of the former Polaris Centre in Thompson to the city as part of the Thompson Sobering Centre project. Constructed in 1968, the four-acre Polaris Centre campus includes three buildings totaling 78,617 square feet of floor area. Manitoba will provide \$2.8 million to repurpose, establish and operate the site’s new sobering centre, similar to Winnipeg’s Main Street Project, to ensure the community and area have access to a safe environment for those who need it.

“The Polaris buildings are a critical part of helping our most vulnerable residents find shelter and compassionate care in our community,” said Thompson’s Mayor Colleen Smook in a news release. “We’re now looking forward to working with our community partners to provide that care and mapping our next steps towards an integrated rehabilitation program.”

“Sobering Centres have been shown to reduce the number of intoxicated individuals who are hospitalized or held in holding cells. This model is better for the individual, and better for the utilization of police and emergency department resources,” said Justice Minister Cameron Friesen.

Sobering Centres provide a short-term recovery from intoxication in a 24/7 safe and secure setting, where non-violent individuals are monitored throughout their stay by on-site personnel.

The city is also working with about 30 different organizations and agencies in launching the Thompson Wellness and Safety Plan. Antoszewski noted that “The historic project will create a holistic strategy to address things like addiction, police resources and community isolation, with the Sobering Centre being one part of the Plan.



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Cultural diversity is important in Thompson. The city worked in collaboration with the Thompson Urban Aboriginal Strategy through community involvement and consultation to create the Thompson Indigenous Accord. Originally named and signed in 2009 as the Aboriginal Accord and it was renamed in subsequent years after 2017 as the Thompson Aboriginal Accord. It is one of just two of its kind in Canada and forms part of the city's operations and planning. On the city's website, it notes that the Accord "is a groundbreaking document that recognizes the role of indigenous people in our history and affirms our Commitment to strengthening relationships with indigenous governments and people."

With an average of 240 days of sub-zero temperatures and up to six months of snow cover, Thompson is continuing to promote its Winter Weather Testing. The city already has become a global centre for cold weather testing and research. Located in Thompson is the world-class state-of-the-art engine testing and certification facility open year-round, the Global Aerospace Centre for Icing and Environmental Research (GLACIER) opened in October 2010, a joint venture between Rolls-Royce and Pratt & Whitney, two of the world's largest aerospace engine manufacturers, and operated by Manitoba's MDS Aero Test. Through partnership with National Research Council of Canada, GLACIER is equipped with the world's most advanced icing cloud simulation system.

If all goes well, Thompson's aging Airport Terminal Building may be replaced with a new 'greenfield' facility by 2023. In a report from the Thompson Regional Airport Authority (TRAA), the projected design will have passenger processing, the administrative and tenant functions located on the ground floor level. Also in the terminal will be a First Nations Elders Lounge and special facilities for Medevac operations. Stay tuned for more information as the project progresses.

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Last winter, due to COVID restrictions, Thompson’s annual Winterfest was held as a virtual event rather than in-person festival. Good news is that 2022 plans for Winterfest to be held in February are moving forward and while some events may again be virtual, hopes are that other events – like the fireworks display – can be in-person. Antoszewski said, “We are figuring out ways to keep people safe, yet have something festivities where people can look, feel and touch.”



Left page: Aerial view of Thompson, Manitoba.

Right: Concrete artist-painted 7.5-foot statues greet visitors along the “Spirit Way” pathway. Credit: Volker Beckmann.

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Northern Manitoba Frontier Communities

Brochet and Lac Brochet

By Elle Andra-Warner

Two remote communities – about 100 kilometres apart – are located in the northern lands of Manitoba near the Saskatchewan-Manitoba border and share a name similarity: there's the village of Brochet adjacent to the Cree community of Barren Lands First Nation, and the Dene community of Lac Brochet of the Northland Denesuline First Nation.

Brochet is an unincorporated community of 241 people (2016 Canadian Census) on the northeast banks of Reindeer Lake and is also known as Kisipakamak, Cree for “the end of the Bay.” Reindeer Lake is the ninth largest lake in Canada (24th largest in the world by area), has many islands, is 230 km (142 miles) long, 60 km (37 miles) wide, and is in both northwestern Manitoba and northeastern Saskatchewan. Brochet is 29 km (18 miles) east of the Saskatchewan-Manitoba border.

Legendary mapmaker and explorer David Thompson, while with the Hudson's Bay Company, spent the 1796-1797 winter at Reindeer Lake.

Originally named Fort Du Brochet (Lac Du Brochet) and first recorded on a map in 1883, it was established as a Hudson's Bay Company trading post and Roman Catholic mission. In 1924, the village name was shortened to Brochet, a French name meaning northern pike or “jackfish.” The community is accessible by winter road and by air year-round from Brochet Airport located 1.95 km (1.2 miles) west of Brochet, and has a 1,067 meter (3,500 foot) crushed rock runway. It takes about an hour to reach Thompson by air.

Commercial fishing and trapping are main industries in Brochet. There is a staffed federal nursing station, municipal building and Brochet School serving students to Grade 9.



Aerial view of Lac Brochet.



Brochet's Northern Store, owned by North West Company, is a strong community supporter and one of its most prominent employers. According to the company's website, during a ten-year-period ending 2019, the Northern store made a \$3.77 million capital investment in Brochet.

Brochet is the birthplace of Canada's famous Indigenous playwright, author and member of the Order of Canada (1994), Tomson Highway – named as “one of the most important 100 people in Canadian history” by Maclean's magazine. It is also the birthplace of Canadian actor and playwright Billy Merasty, a member of the Order of Manitoba (Order of the Buffalo Hunt) in recognition for his years of being an Aboriginal role model in Manitoba.

Originally, both the Cree and Dene lived in Brochet until the 1970s. That's when the Dene left Brochet to settle year-round at their summer fishing camps on the eastern shore of Lac Brochet, a lake in northwest Manitoba which became the namesake for their community. Today, Lac Brochet is Manitoba's most northerly First Nations community.

Lac Brochet – also known as Dahlu T'ua which means “Jackfish Lake” – is the administrative centre of the Northlands Denesuline First Nation, governed by a Chief and six councillors. The isolated fly-in community of 728 (2016 Canadian Census) is accessible by winter road and by plane all-year from Lac Brochet Airport located 1.9 km (1.2 miles) east of the community with a 1,067 meter (3,500 foot) crushed rock runway.



Hi, I'm Hanna Prokopiv and I am a Financial Planning and Analysis Manager with Perimeter. I joined the company more than four years ago and became an owner two years ago.

In my role I provide strategic planning, decision making and financial modeling support in order to maintain and enhance the efficiency, effectiveness and performance of the business as the whole.

I wanted to be invested in the company and its results. ESPP gave me a personal stake in our company's financial success and makes me feel more “connected” to the business, co-workers and customers. It also motivates me to focus on strengthening our company, thereby contributing to its success. When Perimeter succeeds, I also succeed.

Delivering a high level of customer service and contributing to on time performance daily helps us to be as successful as we can be.

I AM AN OWNER!

Hanna Prokopiv
Financial Planning and Analysis Manager





Fans from Brochet (far left) and Lac Brochet (right) cheer on the Winnipeg Jets.

Top left: The Northlands Dene Health Centre.

Top right: Lac Brochet Airport.



The Northern Store is one of the Lac Brochet's most prominent employers and supporters. Over a ten-year-period ending 2019, the company invested \$1.23 million capital investment in the community and has an annual impact of more than \$925,000.

“We are glad to be part of a community with deep family and cultural roots. The Elders act as advisors to the Chief and Council,” said Northern Manager Byron Higgins on the company’s website. “During the summer, cultural events and camps are common most weekends and are held for all members of the community. The leadership work hard to instilling Dene tradition and values and medicine to the youth of all ages.”

Both communities enjoy sports and in February 2020, fans flew from both Lac Brochet and Brochet to Winnipeg courtesy of Perimeter Aviation to attend a Winnipeg Jets home hockey game!



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A CANADIAN LEADER READY TO SERVE

By Elle Andra-Warner

SANDY LAKE FIRST NATION MOVES FORWARD



One of the best-known Indigenous communities in the Ontario's far north is Sandy Lake First Nation located on the northwest end of Sandy Lake near the Ontario-Manitoba border, approximately 227 km northeast of Red Lake. An independent Oji-Cree First Nations band government, the community is accessible in winter by ice-road network and year-round with flights from adjacent Sandy Lake Airport with its 1,069 meter (3,507 foot) gravel runway.

A signatory to Treaty 5 on June 9, 1910, Sandy Lake First Nation is not affiliated with any tribal councils. It does maintain affiliation with the Nishnawbe-Aski Nation, is policed by the Nishnawbe-Aski Police Service, and governed by an elected Chief, Deputy Chief and eight councillors. An Elder Council advises the Governance Council.

While COVID-19 put a pause to some activities the past year, Sandy

Lake First Nation received good news in August 2021 from the government of Canada when it announced that the community was one of the first recipients for projects to be funded under the Green and Inclusive Community Buildings Program. The program supports green and inclusive community buildings across Canada through retrofits, repairs, upgrades, and new builds by supporting projects that will reduce energy waste and emissions, enhance climatic resiliency, and contribute to more accessible and inclusive community spaces.

Under the program, Sandy Lake First Nation will receive \$2.8 million. This will be used to retrofit and upgrade its arena, including roofing and ceiling repair, wall and ceiling insulation, and replacement of the ice plant mechanical system, ventilation, plus adding ramps and accessible washrooms to increase the community arena's energy and efficiency and accessibility.

"Community buildings are the heart of places in Canada where Canadians want to live, work and raise their families," said The Honourable Catherine McKenna, Minister of Infrastructure and Communities. "Canada's infrastructure plan is creating good jobs, tackling climate change, and building cleaner, more inclusive communities across the country."

Earlier in the year in March 2021, a news release by Canadian junior mining company Frontier Lithium Inc., announced that former Chief of Sandy Lake First Nation, Bart Meekis, has joined the company's Board of Directors. An Oji-Cree, he previously served 16 years on the Sandy Lake First Nation council, including four years as Deputy Chief and six years as Chief.

"We are privileged to welcome Bart to Frontier Lithium's Board of Directors," said Reginald (Rick)



Walker, the company’s Chairman. “Bart has long been an advocate for sustainable, transparent and inclusive mineral development in the Oji-Cree region.”

Meekis commented “I will continue my work with my elders, youth, our communities and Frontier Lithium to help nurture a positive, progressive and mutually beneficial lithium resource development model in our region.” He will provide regional representation of the Oji-Cree peoples proximate to the company’s PAK Lithium Project in Northern Ontario.

People from Sandy Lake First Nation have much praise for their community. A few years ago, Ken Goodwin Jr. then the community’s Human Resources Coordinator, said in an interview for *Connecting Horizons*, “Sandy Lake is a beautiful place where people always help each other. Someone

Sol Mamakwa

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MPP Kiiwetinoong


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By Lorna Olson

Red Lake Survives and Thrives

Like much of the world, Canada's North has been impacted by events of the past two years. Along with the pandemic, drought conditions have sparked huge forest fires across our nation, causing evacuations of communities, epic firefighting efforts, and increasing costs to everything from food to building supplies.

This year's fires forced evacuations from Sandy Lake First Nation, Pikangikum First Nation, Deer Lake First Nation, and Poplar Hill First Nation. The Municipality of Red Lake evacuated in 2020 and was on high alert to leave at short notice in 2021.

For Red Lake, there were some economic benefits arising from the fires. Hotels were at capacity, hosting firefighters from across Canada and as far away as Mexico, and restaurants and local suppliers saw increased business. The Red Lake Municipal Airport was busy, with water-bombers, planes and helicopters working to contain and control the blazes.

Located 535 kilometres (332 miles) Northwest of Thunder Bay, and less than 100 kilometres (62 miles) from the Manitoba border, Red Lake is a municipality consisting of six small communities – Balmertown, Cochenour, Madsen, McKenzie Island, Red Lake and Starratt-Olsen. They were all built around former (some currently operating) gold mines.

Mining is thriving today, and the PureGold Mine began commercial production as of August 1, 2021, in line with design capacity of 800 tonnes of ore per day. Located southwest of Red Lake, this mine employs 260 people.

Darin Labrenz, PureGold President and CEO commented, "I am proud of the consistent progress we've made. In July, with the new East Portal producing ore at full capacity for the first time, we got a glimpse of what the mine is capable of. As grades continue to improve and throughput continues to increase throughout the year, we look forward to strong and steadily improving production metrics for the balance of the year and into 2022."

.....
*CF-DRD Noorduyn
Norseman floatplane
built in 1945 overlooks
the seaplane base in
Red Lake's Heritage Park.*





Aerial view of Red Lake.

Thanks to its mining history, Red Lake is known as the Norseman Capital of the World, the title recognizing the importance of the Noorduyn Norseman, the “original Canadian bushplane.” The aircraft was designed for flying in Canada’s north. Beginning in 1925, the “Flying Boats” were chartered to fly supplies to the Red Lake mining camp – the beginning of summer and winter aviation in Canada! As gold prices skyrocketed in the 1930’s, mining activity increased, and the bush plane dominated travel to the goldfields. In the summer of 1936, aircraft were landing every 15 minutes, and Red Lake, Goldpines and Hudson were the busiest airports in the world.



Norseman Heritage Park on Howey Bay.

Red Lake is an end-of-the-highway town that supplies outlying, further north communities with goods and services. It is surrounded by countless small lakes boasting excellent fish and wildlife populations. Even today, working and recreational aircraft are in high demand; and although more modern aircraft – Beavers, Otters, Cessnas and more – fill the skies, the Norseman is still a fixture in Red Lake.

For many years, Red Lake hosted the Norseman Festival although the 2020 event was cancelled due to COVID. This year, a Summer Festival was held in its place – a smaller but well-attended event featuring live music, outdoor family movies, children’s entertainment, and more. It is hoped that the Norseman Festival will return in 2022.

In central Red Lake, Norseman Heritage Park featured CF-DRD, a Norseman float plane; but it was heavily damaged by hail in 2017. Over the past four years the community has raised funds to have it restored. This project was completed in September, and Red Lake will celebrate having it back on its pedestal this fall.

Brenda Gignac is Red Lake’s Community Development and Communications Manager, and she spoke about some local improvements. “We have secured funding to complete major road rehabilitation. Nearly



New pavilion and splash pad.



Above: Red Lake rests on the shores of Howey Bay.

Below: Pure Gold Mine.

.....

five kilometres of new roadways (multiple connecting roads) in the Township will be rehabilitated with new asphalt, concrete curbing and sidewalks. It started in 2020 and will be complete in the fall of 2021. This project supports safer active transportation in the community.

“The Rahill Beach tennis courts have added pickleball courts; and we’ve had high-quality basketball nets installed which has greatly increased use of our courts at the Recreation Pavilion located in Phillip Thomas Vinet Centennial Park.”

Asked about new businesses, Gignac noted that a store has opened selling a variety of sports-related items as well as bait; and there is also a new cannabis shop. Tourist operators have opened storefronts in both Red Lake and Cochenour.

“With the Canadian border re-opening to American tourists,



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Red Lake's annual Fall Fishing Classic draws anglers from all around.

our tourism operators have seen an influx of business – especially our campgrounds and parks, hunting and fishing outfitters, and this spreads to everybody from grocery stores and gas stations to hotels and restaurants.”

Regarding the continuing relationship-building between Red Lake and its First Nations neighbours, Gignac said, “We have established a Truth and Reconciliation Committee with a purpose to ‘provide leadership, education and action on Municipal responses to the Truth and Reconciliation Commission of Canada Calls to Action, as well as to build a new and respectful relationship between the Municipality and Indigenous people.’”



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UPCOMING EVENTS

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 Red Lake Regional Heritage Centre Re-Opening
heritage@redlake.ca

October 15
 Home-based Business Trade Show
chukuni.com

October 14, November 4, December 9 and January 14
 Wilderness Entertainment Series Concert Events
redlakewes.com/wp2

November 6
 Sportsman's Dinner and Dance
 Red Lake Canadian Legion
info@hwy105.ca

November 26 & 27
 Mistletoe Magic Craft Show
chukuni.com

FORT FRANCES

A Mid-Canada Mecca

By Lorna Olson



LaVerendrye Parkway along the shores of Rainy River.

Fort Frances, with a population of about 8,000, is the largest town in the Rainy River District. Located on the shores of Rainy Lake and the Rainy River, “the Fort,” as it is commonly known, is the area’s economic, judicial and medical hub.

Mayor June Caul and the town Council are working to attract new business. She speaks about the Fort’s new Chief Administrative Officer: “Faisal Anwar came to us from Morden, Manitoba. He has a strong economic development background and Council feels he will bring new ideas and incentives to the table. He is a real asset.”

Another goal is to promote the town as a tourist destination. “Right now, a lot of people cross the border enroute to other places in Ontario

or Manitoba, and Canadians drive through heading east or west, but we have so much to offer – parks, beaches, great fishing and hunting, camping facilities.”

With funding from FedNor and the Northern Ontario Heritage Fund (NOHF) the Fort is refurbishing its arena and sportsplex; new refrigeration equipment will be installed for the ice surfaces, and parts of the swimming pool, weight room and auditorium will be upgraded.

A private developer is building apartments and townhouses, and the former A&W Restaurant property is being re-developed. “We are currently doing sewer, water and road work in the west end of town, and will continue this infrastructure project in 2022,” says Caul.

Plans for the former Shevlin Woodyard property could include residential and commercial buildings and possibly a hotel/convention centre. “We’re having an environmental assessment of the site due to a concern about possible ‘hot spots’; we want to make sure the property is safe and appropriate, with green space to make it attractive for younger families.”

Fort Frances is a major tourist entry point, sitting across the international bridge from its sister city, International Falls, Minnesota. “When Canada re-opened to admit Americans, vehicles were lined up for miles and miles. We are so pleased that the tourist camps and outfitters are busy again – we hope they can recover from the past 18 months,” says Caul.



The Detroit-Windsor bridge and the Fort-Falls bridge are the only two privately-owned, international toll bridges in Canada. “We’d like the Canadian and US governments to buy both sections; it needs repair or rebuilding, and we believe it should be government controlled and maintained,” says Caul. Meetings are planned for later this fall with the bridge owners and the various levels of government of both nations.

Top: Fort Frances Downtown business district.

Middle: Ontario Crops Research Centre’s new sales barn.

Bottom: Hops harvest at the Ontario Crops Research Centre. (Front l-r): Josh Graham from Lake of Woods Brewery, Minister of Northern Development, Mines, Natural Resources and Forestry Greg Rickford, Minister of Agriculture, Food and Rural Affairs Lisa Thompson.

Sharing the border with Minnesota offers Rainy Lake businesses access to both Canadian and US markets which can be reached by air, Highway 11 and the Canadian National Railway (CNR). The rail bridge is the busiest hub for rail traffic in North America, according to Caul.

“CNR is planning to rebuild the rail bridge or possibly double-track it. Couchiching First Nation and Fort Frances want our voices to be heard, as this bridge travels over our waterway.”

33 kilometres (21 miles) from Fort Frances, the Ontario Crops Research Centre is continuing the work done by its predecessor, the Emo Agricultural Research Station. Kim Jo Bliss is a fulltime farmer as well as the manager of the Research Centre, and she discusses the progress of the hops-growing project that started in 2017.

“We have two other, small hops producers and will be harvesting in mid-September. Lake of the Woods

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THE SLEEPY OWL DOWNTOWN

Profiles

You know that feeling when someone just treats you well?

Maybe your waitress sees you enter with a laptop and directs you to a quiet, corner booth without you even mentioning about needing to make some calls during lunch?

Or maybe your flight attendant grabs a pillow for you when it's clear you could really use an inflight nap.

Your barista gives you the wifi password on a handwritten note when handing you your coffee.

An employee with a step ladder swoops in just as you're trying to reach the top shelf for a box of birthday cake mix for your daughter's party.

These seemingly unexpected moments can make all the difference for the receiver. It can be the precise gesture that releases new hope, joy, or relief that's silently needed on an otherwise routine, busy day.

But in order for them to happen at all, they can't truly be unexpected. In fact, the giver actually needs to expect these kinds of needs to be prevalent, and to be ready for them. It's what changes an experience from satisfactory and otherwise unmemorable to something that people not only remember, but want to tell others about.

When we opened **The Sleepy Owl** in Fort Frances, we knew there were already other hotels in business, and some of them had amenities we couldn't compete with, and I guess that was the whole point.

We didn't want to have a hotel where people stayed with us simply because of some tangible factor, like location. Although we think we've got a great downtown spot that's ideal for couples, travelers and quiet working executives, we wanted the reason people stayed with us to be something intangible.

Not whether or not we had a restaurant or an incredible gym (although we have amazing partnerships with both those facilities in town), but something you just had to experience to know.

We wanted something people would drive past other hotels for.

Something they couldn't quite put their finger on, but after every stay they felt like they were treated well.

It was Maya Angelou who said something so striking, we put it on the inside cover of our employee manuals.

"I've learned that people will forget what you said, people will forget

what you did, but people will never forget how you made them feel."

Don't get us wrong, there are plenty of things we can say and do that will make your guest experience satisfactory – and aim to do those to the best of our ability at The Sleepy Owl. But a satisfactory experience alone will never be worth remembering because it's what we expect when we exchange our money for a service.

So, whether you're on a trip of a lifetime across Canada, needing lodging for a big work project, or something else entirely, we hope that your stay with us will get filed in the part of your brain where memories are stored and easily accessible because of how we made you feel.

When's the last time you felt like you were treated well, better than you were expecting? How can you treat someone well today who maybe wasn't expecting it either?



Brewery will again manufacture a wet brew, and we will also have a dry mash available.”

While forage crops and cattle farming continue, Bliss says that there are fewer cattle farms than in the past, but about the same number of animals. Farmers are now growing soybeans, canola, corn and other cereal crops. “It’s a pretty vibrant agricultural community.”

A fire destroyed the Centre’s cattle barn in 2019, and with funding from NOHF and Fednor a new building was constructed with new penning and modern equipment.

This year’s drought conditions have brought many challenges, and some area farmers were forced to sell their cattle because there wasn’t enough feed and water. “Greg Rickford (Kenora-Rainy

River MPP) worked along with the Beef Farmers of Ontario to get funding – \$2,000,00 for temporary fencing and water, and \$800,000 for temporary hay supplies,” Bliss says.

The Rainy River Future Development Corporation has been overseeing tile drainage programs in the district since 2014, and Executive Director Geoff Gillon says that with funding from the Ontario government, 15 producers now have about 13,000 acres of property with this land-improvement practice that creates more consistent crop yields by assisting water flow through the soil, reducing plant stress and wear and tear on farming equipment.

Timo Brielmann and his father Amos have been involved in the program since the beginning. Brielmann Agriculture Ltd. has built a grain elevator with a flat-bottom storage capacity of 711,000 bushels, and handling equipment. “We have two trucks running to Thunder Bay’s Richardson Terminal

daily, carrying a payload of 40 to 45 tons each,” Timo says.

This year, Brielmann Agriculture had its first crop of rye grass, used for seeding golf courses and boulevards along roads and highways. “Our cash crops include more grain products every year as well as corn.”

Currently under construction is a new building that will sell agricultural chemicals and other products. Timo explains, “We plan to open it in the spring of 2022, and it will mean that these important goods are readily available locally.”

This summer saw the Emo Speedway come back to life as the Borderland Racing Association hosted as many as 62 cars in three different classes. Association president Tammy Strachan notes, “Because Canadians can’t cross into the US, we’ve had drivers from Manitoba, Thunder Bay and Minnesota racing here. Fans are filling the seats to the 75% capacity permitted; last year we had only about 200 people attending but we’ve averaged more than 400 in 2021.”



Brielmann Agriculture Ltd. grain elevator.



SAULT STE. MARIE: A FOUR SEASON CYCLING DESTINATION!

By Jordan Allard,
City of Sault Ste. Marie

Photos courtesy of the
City of Sault Ste. Marie

Sault Ste. Marie has ready access to captivating natural beauty, spectacular landscapes and unique historical attractions – with perhaps no better way than cycling to explore all the area has to offer. Cycling has become synonymous with the Sault as the community features four seasons of biking for every age, ability or style, along with arguably the best mountain biking trail system in the province and a top-notch municipal cycling trail encircling the community.

“It won’t take you long to discover why Sault Ste. Marie has become the premier cycling destination in Ontario,” said Travis Anderson, Director of Tourism and Community Development for the City of Sault Ste. Marie. “It really is an exciting time for cyclists in our community, and you really need to come here to experience it for yourself. From the municipality to the local cycling organizations and trail operators, we are all working together to give people plenty of reasons to explore Sault Ste. Marie on their bikes.”

*Cycling on
Farmer Lake
Bike Trail.*



The Hiawatha Highlands are home to a world-class mountain bike trail system—just a short ride from downtown. If you're looking for more adrenaline, you can head to Bellevue Valley where a five kilometre trail drops 200 metres into a beautiful valley of lush maple trees. Fat biking makes up the fourth season of cycling in Sault Ste. Marie. The city boasts one of the largest fat-bike networks in Canada, with over 40 kilometres of perfectly groomed trails at Crimson Ridge and Hiawatha Highlands. If that's not enough, Sault Ste. Marie is fast becoming a favourite Ontario destination for road cycling and gravel riding. You'll find scenic routes on the Great Lakes Waterfront Trail, throughout Central Algoma and beyond, along with expert cycle tour guides including Red Pine Tours.

There are many ways to enjoy urban cycling in Sault Ste. Marie. The John Rowswell Hub Trail is a paved path across the city that great for cycling and hiking. You'll discover beautiful ravines, a waterfront boardwalk, commercial districts, and picturesque Bellevue Park. The trail also links up with a scenic trail around Whitefish Island and the St. Marys Rapids. The Fort Creek Conservation Area section is the emerald jewel on the Hub Trail, with minimal hills and a paved surface that's appropriate for all levels of cyclists, including families. You'll encounter the lush, mixed deciduous and coniferous forest that still blankets much of the region. An easy one-hour, out-and-back bike takes in two scenic bridges, offering stunning views of the area—you'll be amazed at the wilderness that exists within Sault Ste. Marie. For all your cycling needs, Sault Ste. Marie bike shops Algoma Bike, Duke of Windsor and Velorution have got you covered for rentals, repairs and sails. You can rent bikes in the summer at Roberta Bondar Marina as well as at the Sault Ste. Marie Canal National Historic Site.

Sault Ste. Marie is on its way to becoming an epicentre for the emerging winter cycling trend known as "fat biking." Currently, about 12 kilometres of groomed single-track



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Hi, my name is **Vicki Ginson** and I am the Eastern Regional Manager responsible for above and below the wing ground operations in Sault Ste Marie, Sudbury, North Bay, as well as the Thunder Bay Reservations and Cargo Departments.

I started with the company almost 20 years ago and recently started to contribute to our company share program. Being an owner motivates me to ensure that our customers and passengers experience optimal customer service. The most important part of our daily operation is the safety of our employees and passengers and ensuring that our company On Time Performance targets are met.

When we meet our company goals, we all benefit, starting with our customers, followed by our company and myself.

I AM AN OWNER!

Vicki Ginson
Eastern Regional Manager



Left: Cyclist takes in one of the many scenic views.

Right: Enjoy the fall colours on one of the many trails on the Robertson Cliffs.

is available for winter riding at Hiawatha Highlands. In the city's west end, Crimson Ridge boasts a further 12 kilometres of flowing trails that are maintained to perfection. Downtown, the Sault Ste. Marie Canal National Historic Site has easy fatbike trails for use on St. Marys and Whitefish islands, adjacent to the St. Marys Rapids. In addition, the St. Kateri Outdoor Learning Centre has around 3.5 kilometres of fat biking trails. For further adventures contact the expert guides at Red Pine Tours.

Looking to the future, Sault Ste. Marie is committed to continued development of its cycling infrastructure. As part of the ongoing work to improve the quality of life



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Left: Farmer Lake Mountain Bike Trail.

Right: Winter fat-bike riding on Crimson Ridge groomed trails.

in Sault Ste. Marie, FutureSSM is currently working with Tourism Sault Ste. Marie, the Sault Cycling Club and other partners, to support the development of a new 15 kilometres mountain bike trail network on the north end of the City. Although purpose-built for mountain biking, this trail will be a multi-use trail system open to all human-powered users. Besides mountain bikers, trail users could include runners, hikers, and dog walkers in the summer months, and fat tire biking, snowshoeing, and backcountry skiing in the winter months.

“We are consistently receiving positive feedback from visitors to our community. It’s clear that cycling enthusiasts have recognized that Sault Ste. Marie has become a premier destination. We’ve always been fortunate to have access to spectacular natural beauty, and now we have the cycling infrastructure needed to capitalize on it. We’re looking forward to utilizing this new trail system to host year-round cycling events beginning in the winter of 2022,” said Cindy Pruce, Sault Cycling Club.

The proposed trail, named the Farmer Lake Mountain Bike Trail Network, would be located on Sault Ste. Marie Region Conservation Authority land within the Hiawatha Highlands. FutureSSM worked with a number of land users to discuss development of the trail, including Kinsmen Club, Soo Finnish Nordic Ski Club, Voyager Trails Association and Saulteaux Voyager Trail Club, and Sault Trailblazers Snowmachine Club.

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Connecting and Energizing Northwestern Ontario

By Chris Laws

Photos: Christopher Lupaschuk
Courtesy of Nextbridge Infrastructure

One of the biggest challenges which has confronted Canada since its beginning has been to overcome the country's vastness and geography to tap into the richness of its natural resources while benefiting all its peoples. This obstacle has only grown through time as society demands greater accountability on how resources are developed, and how communities which live amongst these riches can benefit for themselves and build better lives for their communities.

Sensitivity in creating jobs which will benefit all area residents around a new and emerging resource has also become a key focus as companies seek to train local populations in helping to build the infrastructure needed to support developing resources and the communities they will help serve.

Since 2008 several Northwestern Ontario First Nation communities have been trying to achieve a connection to the Ontario provincial power grid. Originally called the "Central Corridor Energy Group," it wasn't until 2013 when the province of Ontario made it a priority to wean remote northern communities from their diesel-generated electrical supply and connect them to the provincial power grid that the "Wataynikaneyap Transmission Project" was born.

Today, under the label of "Watay Power" the \$1.9 billion project has



a goal of connecting 17 remote first nation communities to Ontario's provincial power grid saving them a combined total of \$1 billion in diesel fuel purchases over the next 40 years. Already, the community of Pikangikum First Nation has been enjoying the benefits of being connected to the provincial grid since December of 2018 through the project's implementation.

At present the Watay Power Project is the largest Indigenous-led infrastructure project in Canada, and most far-reaching First Nations grid connection in Ontario's history. When complete, the project will provide over 14,000 First Nations people in northwestern Ontario with a clean, reliable and affordable supply of electricity.

A crane continues to support the top section of the transmission structure while linemen secure it to the rest of the structure.

The project is a partnership between Wataynikaneyap Power LP (a group of 24 First Nation communities with an equal stake in the partnership), with a 51 percent ownership, and Fortis Inc., which holds a 49 per cent stake in the project. Eventually Wataynikaneyap Power LP anticipates it will have 100 per cent control and ownership of the project.

Being implemented in two phases, phase one establishes a higher-powered line to Pickle Lake, Ontario, while phase two connects all the northerly first nation communities to the higher-powered lines from Red Lake, Ontario and Pickle Lake, Ontario.

Besides serving the electrical needs of remote first nations communities, according to a 2021 report authored by the Thunder Bay Community Economic Development Corporation, the Wataynikaneyap Transmission Project is anticipated to help serve the electrical needs of many of the area's mining projects currently under development. Two of the projects anticipated to take advantage of the new electrical infrastructure are First Mining Gold's Springhole Lake deposit, and Frontier Lithium's PAK deposit.

Even with national construction project slowdowns due to the global COVID-19 pandemic, and a more intense forest fire season in the region, the project is currently reported to be still on schedule with a completion of installation of the 1,800 km of new line slated for the end of 2023.

Besides providing electricity to residents of a power-starved region of the province, the construction of the new electrical network is to utilize the talents and abilities of over 700 people from the 24 first nation partner communities which are investing in the project. Today an employee database of potential workers has been created implementing people with the skills to make the ambitious initiative a reality.

Wataynikaneyap Power LP awarded the engineering, procurement and construction of the network to



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Valard LP in 2019. Valard recently completed the Manitoba Hydro project connecting Winnipeg to electrical resources in Minnesota in 2020 and was also awarded the construction of the NextBridge East-West Tie Line Project (EWT). Construction on the 450 km power line project was started in September 2019 with completion in early 2022.

The EWT is a high-voltage transmission line, meaning it will carry electricity efficiently over long distances from where it is produced to where it is needed. It will have connections at transformer stations in Wawa, Marathon and Shuniah and provide a long-term, reliable energy supply to Northwestern Ontario. The electricity will be available to local distribution companies which deliver lower voltage electricity to communities and industries across the region. The EWT will also allow for expansion of the current electricity network to areas currently not served or not reliably served.

Providing long-term benefits to right of way communities is at the heart of the project. The six proximate Indigenous communities to the line formed the Bamkushwada Limited Partnership and established Supercom Industries to support project-related

training and employment opportunities. NextBridge and Supercom Industries worked with Confederation College, the general contractor of the project, a labourer's union, and local area contractors to provide training to over 200 Indigenous community members in skilled and semi-skilled trades to work on the project. Throughout construction, approximately 50 percent of the workforce consisted of Indigenous workers. A monitoring program was also established, facilitating the employment of monitors from local Indigenous communities to observe construction activities, ensuring the Aboriginal and Treaty rights of the communities are being respected. Further, the Bamkushwada Limited Partnership will acquire a 20 percent equity stake in the East-West Tie once it goes into service. NextBridge is proud of the life-long opportunities the project will provide to Indigenous communities and the long-term relationships it has allowed us to develop.

A project of this magnitude and duration can expect challenges along the way, but a global pandemic and unprecedented forest fires were particularly unexpected. When the COVID-19 pandemic first became an issue in this part of the world, NextBridge and its contractors temporarily suspended construction in April 2020 to ensure proper measures were put in place to protect those who live, work and

travel in the region. A robust and thorough Management Plan was implemented over several weeks to enable construction to safely continue and, while the pandemic continues to be an issue, it has not interrupted construction since work resumed.

While the pandemic continued, a very dry and hot summer of 2021 resulted numerous forest fires and the risk of more from construction activities such as those needed for the East-West Tie (EWT). This compelled the Ministry of Natural Resources and Forestry to issue an order in July 2021 temporarily prohibiting construction activities in many regions of the Northwest, including segments along the project right of way. Gradually, as the risk of fires subsided, construction activities were allowed to resume and by August 2021 Ministry orders affecting the project were fully lifted. These stoppages were unexpected, and the pandemic remains a risk, but NextBridge continues to work towards the original completion date of the end of Q1 2022.

These new and emerging developments in the power transmission industry will not only aid in developing the vast riches of northwestern Ontario's natural resources, but help its surrounding communities implement a higher standard of living with a steady source of clean electricity, and possibly grow benefiting all in the entire region.

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*Assembly crew laying out tower steel (left) and assembling body of guyed structure (right).
Credit: Valard Construction.*





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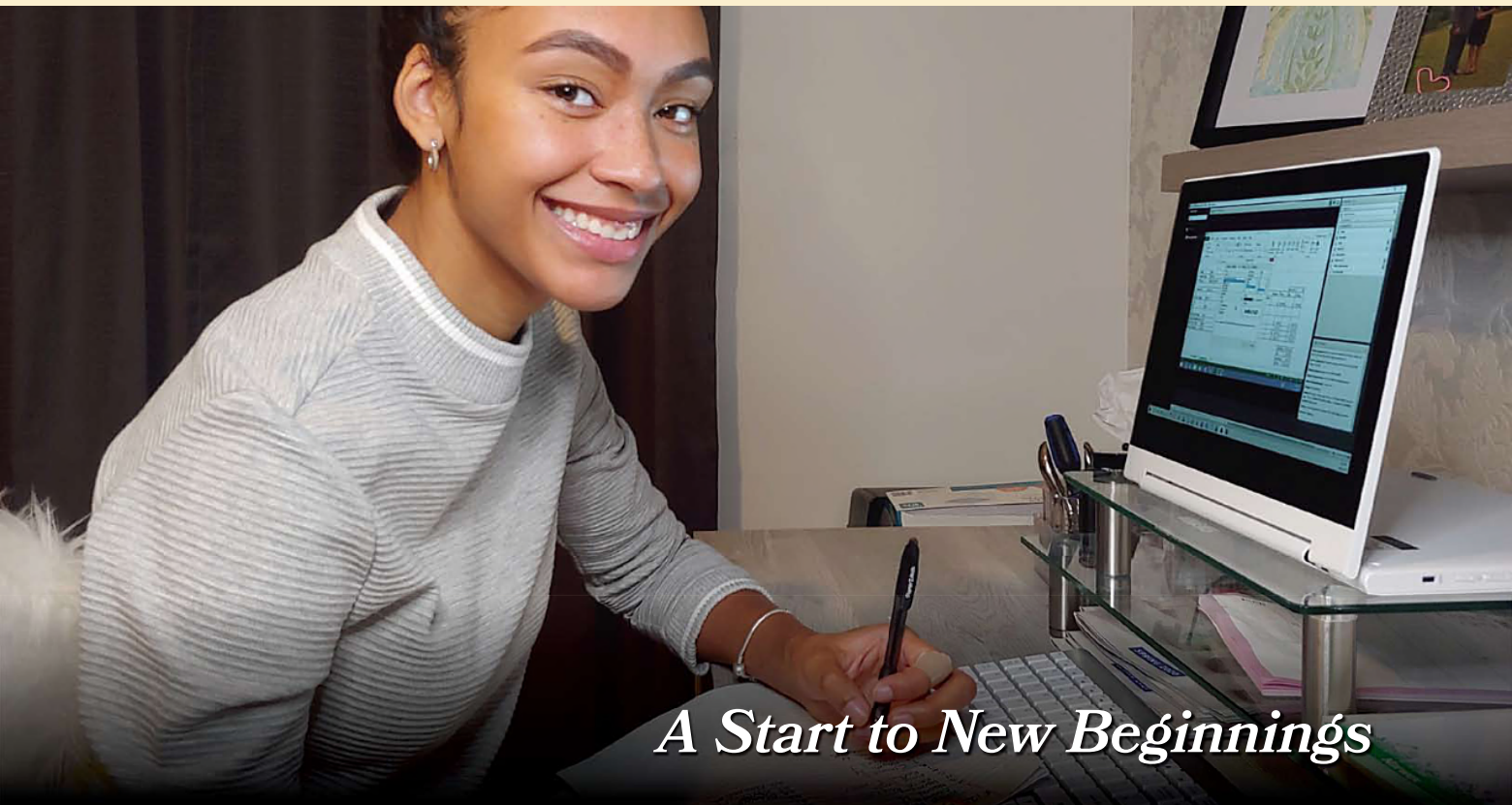
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