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CRIME

## Accused murderer upset with housing location

*Pantomimes shooting the Crown*

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PARRY SOUND - The accused U-Haul murderers were in Parry Sound court again last week.

One, Michael Madill, 28, made his displeasure with the court and prosecution known, swearing and forming his hands into a hand-gun, gesturing as if shooting the Crown on Sept. 7 at the Parry Sound courthouse.

Madill and Amy MacDonald, 38, both of Sault Ste. Marie, are each charged with first-degree murder in the death of Brampton's Beata Paciorek, 35.

Paciorek was reported missing to the Peel Regional Police on Friday, May 19, and her body was discovered on Sunday, May 21, in a rental truck after a search warrant was secured, Peel police reported at the time.

**"Your honour, offenders don't get to pick where they remain in custody."**

- The Crown

The Sault Ste. Marie Police Service arrested Madill and MacDonald on Saturday, May 20, the day after Paciorek was reported missing and the day before her body was found.

Madill seemed upset the Crown didn't support his request that the judge recommend he stay in the Central North Correctional Centre in Penetanguishene between court appearances. His lawyer told the court Madill was taking educational programs at the jail and could connect with him there.

"He's concerned he'll be transferred before the next court date that is set for Oct. 5," said lawyer Ralil Johannesson, who was appearing for lawyer-of-record Glenn Sandberg. Madill has been appearing before the court in person, in part to improve his chances of being jailed at the CNCC, but Johannesson said he was moved between the last dates.

"Your honour, offenders don't get to pick where they remain in custody," said the Crown, noting Madill's lawyer is based in Sudbury.

Justice Catherine Mathias McDonald opted not to make the recommendation where Madill was housed.

"I know there are a variety of reasons you're moved around," she said.

Here Madill spoke up.

"It's the same reason I'm not on my meds, the same reason I'm not with my education. The system's just (jerking) me around," he said

● See SYSTEM'S, page 4

## GIDDYUP



Matt Fowler/Photo

Rachelle Clark from Glendale Farms gives Nevaeh Ainslie, 5, a little help with balance on the pony rides at the McKellar Fall Fair on Sept. 9. For more on this event, please see page 2.

# A glimpse inside the OPP detachment

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PARRY SOUND - They are admired as much as they are feared; a welcome sight or their presence can be dreaded. And whether loved or hated, they respond in life's most terrifying and heart-breaking moments - they are among a strong few.

The West Parry Sound OPP Detachment is home to 40 men and women who literally put their lives on the line day and night ensuring the citizens of Parry Sound and its surrounding communities are safe.

To get a small snapshot of the inner workings of police life, this reporter spent two shifts - one day and one night - with a handful of Parry Sound's finest.

Const. Kyle Ney has been a police officer for eight years, six of those in Parry Sound. Before this post, Ney was with the Anishnabek Police and Nishnawbe-Aski Police and three years with the Northeast Region OPP Collision Unit.

On Sept. 2, Ney was in the middle of his five-day shift - three 12-hour days, two 12-hour nights, the last long weekend of the summer.

Normally the Community Services and Media Relations Officer, Ney was switched to general law enforcement duties for the summer to help with the influx of people and the inevitable calls they bring.

Starting at 7 a.m. Saturday, Sept. 2, the men and women gathered around a long table and run through what calls came in the night before, and any outstanding non-emergency calls that they were unable to get to.

"We're the type of policing service where we will entertain a neighbour dispute, we will entertain the call of 'my neighbour gave me a funny look' - that's just the kind of service we provide and I'm proud that we do," Ney said. "But sometimes we just cannot get to those calls. People get upset and I understand that people feel like their problems are the worst that are going on, but I'm honest with them. I'll say, 'We had a death on the highway. We can't always come to these calls, you read the paper, you know these things happen.'"

After getting the run-down on the night before, officers head out for regular patrol, stay in the office to field calls and catch up on

paperwork - of which, there is always plenty.

For Ney, duty called him to the road just before 8 a.m. As part of the long weekend traffic initiatives, officers were on the lookout for unsafe driving of all kinds - speeding, distracted driving, impairment.

Ney said although summertime long weekends are a beat all their own, day and night shifts vary in terms of the volume of calls and the types of calls officers are sent out to.

Generally speaking, Ney said nighttime calls tend to be of a more serious nature.

"The other night it was pretty quiet all night - like oddly quiet and at 5:40 in the morning is when everything started falling apart," said Ney. "We're just trying to catch up on some paperwork and all of the sudden calls just start coming in. We do have an overlapping person who comes in before the rest of the platoon starts to try and alleviate any overtime. But you just never know when your 12-hour shift is going to turn into a 14-hour shift, or a 16-hour or even a 20-hour shift. Day shifts are long

● See NIGHTTIME, page 9

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## Spotlight on cottage rentals

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SEGUN TWP. - Three councillors want controls on commercial-type cottage rentals.

Councillors Rod Osborne, Mario Buszynski and Ted Collins spoke to the issue during the Sept. 5 meeting after a weekend cottage association meeting where it was raised as a concern.

"In order to protect ratepayers who pay taxes to live in Seguin, to protect their property values and their privacy, which is part of life here, it's important we move to regulate these short and long-term rentals that are popping up," said Osborne.

Buszynski spoke to issues he's experienced on Otter Lake with boats taken out in the night and vehicles parked on the road. He contrasted that to strict rental rules in Arizona he's aware of that are enforced to, in part, limit noise and number of guests.

"It's not like that up here," said Buszynski. "People change when they come to the cottage. They come up and there are no regulations. I can see some of that happening on Otter Lake with the existing cottages, but this (commercial type) is a lot worse because you aren't even getting the same people on a regular basis."

● See AIM, page 4



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# Impersonating an officer

*A day  
in the life  
of the  
Parry Sound  
OPP*

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We all want to believe that we are fearless. That in the face of imminent danger we would stand tall and not back down.

In the close to 20 hours I spent with the men and women of the West Parry Sound OPP I learned many things - but these two have stuck with me: I am nowhere nearly as brave as I thought, and I am in profound awe of those who are.

I arrived for my first of two ride-alongs just before 7 a.m., a container of triple chocolate chips cookies in hand.

"When there's an opportunity for the media to be in our house, it's a good thing," said eight-year veteran community services and media relations officer Kyle Ney. "There has been a great deal of criticism of police in the media, so there can be unesse."

Ney said having me along for two stints with the platoon - a day and night shift - would hopefully bridge that gap.

After signing a confidentiality agreement and slipping on a bulletproof vest, our first task of the day shift was to patrol the area streets and highways. And it wasn't long before we pulled over our first vehicle, travelling 106 km/h in an 80 km/h zone. He was given a \$140 ticket.

Shortly thereafter another vehicle was clocked at the same speed, except this one didn't pull over. For what seemed like eons, Ney tailed the Dodge van along Highway 124, lights flashing and horn engaged. Like Moses parting the Red Sea, vehicles on either side of the roadway - even those in front of the

van - pulled over and stopped to the right.

My heart was racing, thoughts whizzing by my consciousness. When the vehicle finally stopped, he told Ney he was speeding because he was accelerating up the hill.

The man was given a \$140 ticket for speeding, but Ney waved the \$490 fine for failure to stop at the nearest curb.

"He thought I just wanted to go around him and he couldn't figure out why I was still behind him with my lights on. I said, 'Did you happen to notice anyone else when they saw my lights?' They pulled over right away and stopped - even people coming the other way. That's what you're supposed to do.

That's what the Highway Traffic Act says you're supposed to do."

When I joked about the possibility of having to get the spike belt out, Ney chuckled. "There's a difference between him and someone who's actually fleeing police," he said.

"I want to have the best outcome. If I feel like a warning overall is going to work or a ticket is more appropriate, then I'll do it. I feel like the message gets lost if you have a stop and you give someone three or four tickets, now they're just upset at the police. Then they're not getting the message."

Speaking of pulling over, I asked Ney about the message circulating the Web, that you can wait to pull over for a police vehicle if you're in a dark, deserted area.

He said that was simply untrue.

"You can ask for credentials; we all carry them. We mostly drive marked vehicles and if it's unmarked, then it's subdued. If someone approaches your vehicle without a uniform he suspect ... officers will always introduce themselves as a member of the OPP and tell you why you've been pulled over," he said.

Ney said although wary drivers could call 911, it definitely runs the risk of unnecessarily tying up resources.

After that adrenalin rush we were called out to a minor crash on southbound Highway 400, just north of the Avro Arrow exit.

The female driver didn't receive careless drive charges - a \$490 ticket - because Ney said he was "short on evidence."

"The two people that are following her said she was swerving - she's saying her tire popped - it's mangled. There are many possibilities as to what happened to that tire - if she was texting and driving she's lucky that that tire popped because it corroborates those statements," he said. "We still had a chat about the fact that the popped tire could have been a maintenance issue. If you're not checking your tires and you go out and they pop, that's a problem and you can still be charged."

The charge for texting and driving is a \$490 fine. I marvelled at the amount of paperwork involved for a single-vehicle collision. I could only imagine what kind of paperwork would be involved in a major pileup.

After a quick bite to eat,

we were on the road again. Another driver was stopped on Haven Drive in Seguin Township going 75 km/h in a 50 km/h zone. The female driver was given a \$140 speeding ticket.

A call came in about an erratic driver, the caller saying that the black pickup truck towing a trailer was "passing dangerously."

Ney said the more information the caller can provide; the better chance police have of finding the vehicle.

"If we can get the licence plate, make, model, and direction the vehicle is heading, we can send someone out," he said.

As the afternoon roll-albeit quickly - I could feel the 3 p.m. wall hit and offered to buy Ney and I coffee as he gassed up the cruiser.

Just as we pulled out we received a call of an intoxicated male threatening his family with a pellet gun.

Heading east on Highway 124, going over the speed limit with lights flashing and the siren overhead blaring, I was in semi-panicked silence for most of the ride.

The coffee was long forgotten, adrenaline coursing through my veins.

As cars on either side of the road stopped and pulled over, I asked Ney why there was a sense of urgency with this particular call.

"It's a top priority because of the potential for violence," Ney said as he drove with an expertise that was astounding.

Two officers who were closer, arrived on scene as we were making our way to the Dunchurch home. Ney said the radio would remain silent.

"No one is going to say anything on the radio until he comes back and says everything is 10-4 (OK) or we need more officers," he explained.

Just as we reached McKellar the officer, Mike Allen, radioed in that one man was in custody and everything was OK.

Immediately Ney said



Stephanie Johnson/Metroland

**Donning a bullet-proof vest, Parry Sound North Star senior reporter Stephanie Johnson is ready to head out on her first of two ride-alongs with members of the West Parry Sound OPP detachment on September 2. (Below) The female driver of this single vehicle collision on southbound Highway 400 wasn't charged. She said she lost control of her vehicle when her rear tire "popped."**

lenced the sirens, turned off the lights, and resumed driving at the legal limit.

I expelled a breath and looked at him and laughed. "That's it? What happened?"

Grinning he said, "It happens. The more relevant thing that happened here is that I had my lights on and passed everyone and they're going to come up behind me and wonder why I did that," he laughed. "He's telling me he has one in custody, it's no longer a priority. He's indicating he's safe, the problem is quelled for the time being. We're still going to go out and see if he needs assistance taking statements and what kind of investigation this is unfolding into."

Ney said the sense of urgency coupled with the need to get there safely for himself and other drivers - can be frustrating.

"I felt like I'm in the scene of a movie, but kept thinking hopefully not the scene where the car flies off into the ditch," I said. "I just gotta trust, he's been driving like this on these roads."

Laughing Ney said he's been hit, but never been in a crash himself and driving fast isn't really as fun as it sounds.

"I don't know if it's from being on the job, but I've lost trust in other people's driving. It's the best way I can put it. I've seen some questionable driving behaviour... My outlook on driving has certainly changed since the beginning of my career."

Ney said seeing what happens to the human body upon impact when speed is involved has changed.

"Especially after working on the collision unit - I've seen some scary things," he said.

We arrived at the Dunchurch home and Ney said the intoxicated man would be brought back to the detachment for the safety of himself and his family.

"In this case, we believe that by leaving him there, there would be another problem. Whatever problem is happening now, it will be reignited - he's still drunk and the problem hasn't been rectified," he said. "So we bring him back and put him in a cell and let him sober up for the night and then send him on his way."

The remainder of the day was relatively quiet - save for a red-light-runner we nabbed on the way back into town. The female driver received a warning.

Ney said my 12-hour stint saw a pretty decent variety of calls, but not every day is wrought with sirens blaring and high-speeds along area roadways.

"We can go a number of shifts without using our lights and sirens and then all of the sudden..."

"All of the sudden you're quickly heading out to a call - with sirens screaming and lights flashing," I suggested.

"Exactly."



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Matt Fowler/Photo

Constable Kyle Ney, Community Safety Officer with the Parry Sound OPP, hangs out with youngsters Audrey Labath, 5, (left), Adam Labath, 3, Will Gilbert, 4, and Abigail Gilbert, 5, while they check out one of the boats at the OPP Open House on May 14. (Below) West Parry Sound OPP constable and community safety officer Keyle Ney speaks with a driver on Sept. 2 after he was pulled over for travelling 106 km/hr in an 80 km/hr along Highway 124.

# Nighttime calls tend to be of a more serious nature for OPP

Continued from page 1

and exhausting - they're exhausting in general, but day shifts, especially in the summer when you're going from call to call and the geography we have to cover to get from one call to another - it's exhausting."

Ney spent a couple of hours patrolling Highway 124 where he nabbed one eastbound driver - who was reluctant to pull over - going 106 km/h in an 80 zone.

Cars on both sides of the highway, as well as the car in front of the Dodge van, pulled over to the right and stopped. It's a \$490 fine for failure to stop at the nearest curb.

"He thought I just wanted to go around him and he couldn't figure out why I was still behind him with my lights on," said Ney after he had spoken to the driver and brought his licence and vehicle registration back to the cruiser. "I said, 'Did you happen to notice anyone else when they saw my lights?' They pulled over right away and stopped - even people coming the other way. That's what you're supposed to do. That's what the Highway Traffic Act says you're supposed to do."

Although the driver did receive a speeding ticket, Ney gave the man a lecture for failing to stop, and admitted not giving him that second ticket, was a "collision of principles."

"I was always taught to treat people fairly - so we had a lengthy discussion about (failing to pull over) and what my actions are

when someone's not pulling over for me. I told him, 'I have to call resources out - we're talking about ways to get you to stop.' He was very receptive to the talk and now he knows. I'm satisfied with that outcome," he said.

Ney stopped and ticketed another speeder, also travelling at 106 km/h in an 80 km/h zone; he too received a \$140 ticket.

"I want to have the best outcome. If I feel like a warning overall is going to work or a ticket is more appropriate, then I'll do it," he said. "I feel like the message can get lost if you have a stop and you give someone three or four tickets, now they're just upset at the police, then they're not getting the message."

And sometimes it gets that message, police have to be particularly assertive and gruff, a trait Ney said he wasn't certain they were necessarily specifically taught.

"We do scenarios in our training that are critiqued by various senior officers and their job is to train us to be police officers. So they

run us through these scenarios - it could be a robbing scenario, it could be a barking dog scenario and they train us to behave accordingly," he said. "I can't say for certain that they train us that way, but we certainly want to get our point across - if we're intervening in someone's day, it's because they're violating the law or having a problem. On the other hand, if there's a time when empathy is appropriate, we're going to show them that."

*"There's times when people have been assaultive and I've had to scream and yell at them, or someone has just lost their parent in a car accident... I'd be lying if I said no police officer has ever cried."*

- West Parry Sound OPP Const. Kyle Ney

But when we want to get our point across, when we want to be clear about what it is we need someone to do, then you're going to see that side of the police officer.

The "assertive" side of Ney came out early that afternoon while attending a minor collision on southbound 400 near the Avro Arrow exit. Ney stopped the traffic in the left-hand lane, so the tow truck could remove the vehicle from the scene.

"You should have seen, about 10 people jumped out of their vehicles back there when I stopped the traffic,"

said Ney. "One girl took a dog for a walk. Maybe I should have given her a ticket." Pedestrian on a highway fine is \$65.

Ney said he's wanted to be a police officer since he was a boy, and someday he hopes to be able to add the rank of sergeant in front of his name.

It is a job for only a select few because it is emotionally taxing, physically demanding, and requires quick-thinking when lives are on the line.

"When I took collision training we had a guy from Carleton University come in and he said, 'When people talk about the policing profession they say it's not brain surgery - it's not. When a brain surgeon comes in he comes in, scrubs up and does brain surgery. He doesn't clean his scalp; he doesn't prepare the room. All he does is the brain surgery, that's his job. Whereas us, we have to be proactive and



Stephannie Johnson/Metroland

that's balanced by the reactive stuff where we have to get out into the public," he said. "There's times when people have been assaultive and I've had to scream and yell at them, or someone has just lost their parent in a

car accident - so we have that whole spectrum of emotions and sides of a police officer have to be available for the given scenario - it's a difficult job. I'd be lying if I said no police officer has ever cried."

## Top five things you might not know about West Parry Sound OPP

1

The Ontario Provincial Police is the only police service in Canada that doesn't have the word 'police' on its patch.

2

Breath Alcohol Technician Training is conducted on "live" samples - people unfamiliar to officers who have and have not consumed alcohol in various quantities.

3

Walking on Highway 400 is a \$50 fine and an arrestable offence.

4

No cameras or any kind of recording equipment are allowed within the cells or breath-screening room.

5

Each detachment code begins with a number and a letter from the phonetic alphabet. Parry Sound's is 4 Juliette.

## Parry Sound OPP respond to 115 calls over Labour Day weekend

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PARRY SOUND - During the Labour Day long weekend, members of the West Parry Sound Ontario Provincial Police (OPP) were out in full force patrolling local highways and roadways. During the traffic safety initiative, the West Parry

Sound OPP responded to 115 occurrences including assaults, domestics, collisions, alarms, animal complaints, traffic complaints, and weapons.

During the traffic safety campaign, the West Parry Sound OPP laid the following charges over the Labour Day weekend:

- 29 speeding charges
- Two distracted driving

- charges
- Two hazardous moving charges
- One impaired charge - alcohol
- One impaired charge - drug
- One warn range suspension
- Two other provincial statutes
- 17 other Highway Traffic Act charges

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