



## CAUGHT IN THE NICK OF TIME



County of Prince Edward Fire and Rescue crews work to extinguish a fire at 156 Main St. in Wellington on Sunday evening. Three local people fishing at the Wellington Harbour nearby noticed the smoke and alerted the unaware family living at the two story home in time to keep them from harm's way. For more, please see Page 2 (Jason Parks/Gazette Staff)



### BOQ MP says Terminals could be part of Green Transport Strategy

KAREN VALIHORA  
STAFF WRITER

The Honourable Ryan Williams, Member of Parliament (MP) for Bay of Quinte addressed Council last week in a presentation that connected federal funding for County Road 49, Picton Terminals' application to begin container shipping, and the Federal Liberal government's Electric Vehicle strategy.

MP Williams suggested that turning Picton Terminals into a container shipping port would take "hundreds of thousands" of trucks off the highway and decrease reliance on rail. Moving cargo transportation to the Great Lakes, he stressed, would have "one fiftieth the environmental impact of both trucking and rail."

"Count me in your corner when it comes to Highway 49," he said, and referred to the bumpy experience driving down into the County. "That is a project you have my full support on."

When asked how he could make the rehabilitation of the bumpy highway a national priority, Mr. Wil-

liams cited Liberal government plans for an EV supply chain. "The EV battery plant in Bath is a huge boon for the entire area," he said.

Prime Minister Justin Trudeau announced last year that Umicore, a global metals refinery, will build a \$1.5 billion battery plant in Loyalist Township.

A multinational corporation based in Belgium, Umicore will turn nickel, cobalt and lithium into cathodes at the new site. The metals are critical to producing lithium-ion batteries for electric vehicles.

Mr. Williams suggested to Council both that ships from Picton Terminals could take the parts to their destinations, and that trucks could take them up County Rd. 49, drawing federal attention to the state of the road.

Councillor Bill Roberts noted Mr. Williams and other members of the federal Conservative caucus had recently toured the Terminals, and in the House of Commons the Bay of Quinte had cited Picton Terminals as possibly the first Great Lakes shipping container entry.

See SHIPPING, page 4

Proudly serving Prince Edward County since 1830 Inside OP/ED 6 COLUMNS 7 RELIGION 8 HOME FINDER 11 BUSINESS 19 CLASSIFIEDS 22

**MARK HEATING & COOLING LTD.**  
613-476-3078  
456 County Rd. 1, Picton ON  
office@markheatingandcooling.com

SALES • SERVICE • INSTALLATION

It's Hard To Stop A Trane.<sup>®</sup>

www.markheatingandcooling.com Fully Licensed and Insured

**Joanne Coker**  
Wealth Advisor  
Tel: 613-476-9794  
BMO Bank of Montreal  
115 Main St, Picton  
www.joannecoker.com

Wealth Management  
• Investment & Private Banking Services  
• Estate Planning  
• Tax Advisory

BMO Private Wealth

Joanne Coker  
Wealth Advisor  
BMO Nesbitt Burns

\*Registered trademark of Bank of Montreal, used under license. BMO Private Wealth is a brand name for a business group consisting of Bank of Montreal and certain of its affiliates in providing private wealth management products and services.

**PRINZEN FORD**  
50 Main St.  
Bloomfield  
613.393.3318

Your Epic Ride Starts in a 2023 F-150

2.99%\* APR | 72 Months  
Purchase Financing | On Select 2023 F-150 Models

BUILT Ford PROUD

Available Smart Hitch with Onboard Scales

Find Out More at PRINZENFORDSALES.COM

**Spring at Waring House**

49 Charming Guest Rooms • On-Site Restaurants  
Cookery School Classes • Trivia & Live Music  
Wine & Scotch Tastings • Outdoor Patio

Waring House To Book Your Reservation - Call (613) 476-7492 ext. 1



# COTW calls for a stop of commercial ventures on Millennium Trail

SARAH WILLIAMS  
STAFF WRITER

Council's Committee of the Whole wants to put the brakes on any commercial use the Millennium Trail.

Multiple councillors received complaints from County residents about a post on Facebook advertising UTV wine tours on the Trail. Utility vehicles seat 6-8 passengers and are wider than the trail can comfortably accommodate, especially if traffic goes in both directions.

The trail, which spans 49 kilometres from Carrying Place to Picton, is a multi-use trail established in 2000 and enjoyed by countless walkers, cyclists, ATVs and snowmobilers. It is also a connecting link for farmers to access their fields.

Staff recommended an amendment to the current trail bylaw that would prohibit commercial uses. Their report documented concerns about speeding and crowding.

Use of the trail by local businesses poses environmental and safety concerns, user conflicts, maintenance and infrastructure challenges, and would negatively affect the recreational experience.

Councillor Phil St-Jean



**PITCHING IN** Members of the Prince Edward SidexSide/ATV Riders group took to the Millennium Trail this weekend to conduct some volunteer brushing and garbage collection. Trail usage concerns, commercial and otherwise, has been brought before council in recent weeks. (Facebook photo)

asked for a clarification about the scope of the amendment. "You are not recommending any changes to the current trail bylaw other than what's related to commercial uses of the trail, correct?" he asked. "The restriction on commercial use does not apply to someone who rents ATVs, snowmobiles, bikes, or

horses? The bylaw doesn't prevent a person taking rented vehicles or animals on the trail, it just prevents someone using the trail for their own business purposes?"

Arryn McNichol, Director of Corporate and Legislative Services, confirmed St-Jean's understanding of the bylaw changes.

"The intent is not to prevent people from renting a bike or an ATV and taking that on the trail. The intent is to prevent somebody who is using the Millennium Trail in their business plan," said McNichol.

Councillor Bill Roberts noted there is a real need for the enforcement of the current bylaw. "I have to say, with ATVs and motorcycles — which are not permitted — it's like a NASCAR track out there sometimes," he said. "Once that NASCAR goes by we then have a big

prairie dust storm. I don't know if enforcement is working...it is a problem."

There is Millennium Trail bylaw signage at six intersections of the trail and on its major thoroughfares. It is enforced via a complaint system operated by the County's Bylaw Services Department, with help from the OPP as well as Conservation Officers employed by the Ministry of Natural Resources and Forestry (MNR).

The staff report noted that infractions were difficult to enforce as the trail is not regularly monitored.

The Committee of the Whole approved the amended bylaw, which now comes to Council June 13.

Staff also recommend public consultation on Millennium Trail usage over the 2024 season with results to come to Council in the first half of 2025.

# Picton port missing some links in critical transportation infrastructure: Dr. Mabee



**SHIPPING**, from page 1

MP Williams explained that Picton Terminals could be positioned as a part of the Liberal government's supply chain strategy, which is linked to its net zero emissions initiatives.

"Shipping has about 1/50th the environmental impact of trucking and rail so the Liberal government is pushing shipping a lot more, everything from electric ferries to greater transport on rail," he noted.

Williams noted the port at the Terminals represents 80 years of shipping history. The port began its operations in 1955, 68 years ago.

"They have ships for ore, sugar, already. All they are looking for is this approval for containers which would bypass rail and the 401, they'd service [St. Thomas] and other areas. This is something the government is looking at," he said.

"At the end of the day the application, if favourably approved, would support 40-plus positions, good jobs, and good for this area, Picton, as an industrial area."

Williams said that allowing container shipping into the Great Lakes from Picton Terminals would be a boon to businesses in Quinte West and Belleville, who would be able to ship their products out faster.

Councillor Joyce Maynard was not convinced. "I know that you have been promoting

the idea of container shipping from Picton Terminals, but it's a shallow bay close to source water in a tourist area."

"There is pretty staunch opposition to that here," she said. "Container shipping from that port is probably not what the people of this area are looking for."

The Gazette asked Dr. Warren Mabee, a Canada Research Chair in Renewable Energy and Environmental Policy at Queen's University in Kingston, to weigh in on the MP's claims about shipping as a greener form of transport. "The 'rule of thumb' is that maritime shipping creates 20x less emissions than truck transport and 4x less than by rail transport," said Dr. Mabee.

The bigger issue, however, is practical. "There are few ports in the Great Lakes. One of the big questions would be how this plan fits into a regional industrial strategy. There are other spots where it might make a little bit more sense to have a working port. Repairing the highway is great, but really increasing truck traffic at certain times might not be as great." These are all things to consider when it comes to a net-zero emissions strategy, he explained.

For Picton in particular, "there are some missing links in the transportation infrastructure," there is no rail hub, for example, "and it would change the character of that community to some extent."

**Absolute Lawn & Home Maintenance**

- spring clean-ups • eaves trough cleaning • lawn maintenance
- grass cutting • pressure washing
- small construction and renovation projects

**613-920-0681**

**St. Andrew's Presbyterian Church**  
190<sup>th</sup> Anniversary Week-End

**The Metropolitan Silver Band in Concert**  
Sat June 3 @ 7:30  
Tickets \$20 at the door

Sun June 4, Worship @ 10:30  
with The Rev. Dr. Malcolm Sinclair  
Music by the Metropolitan Silver Band

**Wear your tartan!!!**

**31 King St. Picton**  
[www.standrewspicton.com](http://www.standrewspicton.com)

**A Celtic Worship Service**

St. Mary Magdalene Anglican Church, Picton  
Sunday, June 4th @ 10:30 a.m.  
*God — Nature — and You*

Sometimes in life (and worship) we become too comfortable or stuck in routines. We miss seeing all the beauty and awe around us. Come and reconnect.

**1000 ISLANDS BLUES CRUISE**  
ON THE ISLAND QUEEN \* KINGSTON ONTARIO

**KENNY "BLUES BOSS" WAYNE & BAND**

**June 20**  
6 to 9:30 pm

**FUNDRAISER FOR KINGSTON FOOD BANK**

**2 TICKET OPTIONS**  
CRUISE + DINNER + SHOW \$200  
DEADLINE DINNER RESERVATION June 9

CRUISE + SHOW ONLY \$140

**DETAILS & PURCHASE TICKETS ONLINE**

[www.ChooseTheBlues.ca](http://www.ChooseTheBlues.ca)



## Loggerheads

An interesting series of events unfolded last week, all of them to do with Picton Terminals.

First, MP Ryan Williams argued in favour of the Terminals' application to become a container port during an address to Council. He said he would draw the bid to the attention of the federal government to advance the business interests of Quinte West. How would he do this? The government's Electric Vehicle push includes a \$1.5 billion dollar EV battery components plant for Loyalist Township. Williams sketched out the environmental benefits — benefits dear to the government's transportation strategy — of shipping the parts through the Great Lakes to their destinations. Suddenly our bay was at the center of new green shipping action.

It was stimulating, to say the least, to hear that Picton Terminals could soon be a key part of the Federal government's green transport plans. This is the company that has clashed with the Ministry of the Environment on multiple occasions since it took over, incurring a dizzying number of orders, directions, and fines for failures of compliance as its mounds of salt slowly oozed into the drinking water.

Then, on Friday, the County announced its negotiations with the Terminals over its failures to heed local bylaws in the pursuit of its multi-million-dollar expansion plans had concluded.

The County's legal team will soon bring a deal, it seems, to Council. One wonders if a David and Goliath battle will now unfold. The County, of course, is the little guy. Picton Terminals has outside ambition. And it has evaded local bylaws, and zoning, by claiming our piddly municipal government has no jurisdiction over it, as a port. Multiple courts have insisted, however, that the Terminals is bound, like any landowner, by a fretwork of municipal and provincial laws. This recognition may be what brought the Terminals to the table.

At issue is the Terminals' expansion plans. These — for cruise ship docking, or container shipping, or rock quarrying — go well beyond the historical, and legal non-conforming ("grandfathered"), uses of the port on Picton Bay.

While the County might be applauded for its effort to avoid an endless legal wrangle with the Terminals, which is adept at delaying its attempts at legal proceedings, it's difficult to imagine how these negotiations could possibly have gone well. One wonders what the County stood to gain from entering them at all.

What Picton Terminals wants — the expansion and intensification of its historical shipping activities — and what the County wants — a reliable, perpetual source of clean drinking water for the thousands of people who live around the Bay — are totally at odds.

In assessing legal non-conforming use of a property, part of council's job is to maintain a balance between the community's best interests and those of a private landowner. A landowner can be said to be changing the historical use of a property if the scale or intensity of its activities changes. Or even if business-as-usual can be shown to create undue problems for its municipality compared to what went on before.

Legal non-conforming protections can and should be lost if the impact of a business on its immediate community has become, over time, untenable. This impact must be demonstrable; not imagined. It must be established with evidence. And if it is, the case is clear. The nature of this community and its needs has changed considerably since what was once a very small port began operations in 1955. The Terminals' own history of shipping on Picton Bay, far from establishing a perpetual right to operate, might be precisely what sinks it altogether.

**Karen Valihora, Publisher**

**Publishers**

 Chris Fanning  
Karen Valihora

**Editor**

Jason Parks

**Classified Manager**

Karen Gyde

The Picton Gazette is locally owned and operated. It is published every Thursday by The Picton Gazette Ltd. and distributed in Prince Edward County. All materials are protected by copyright.



## Stories From Our Past

### 1923

■ On this day in 1923 Wellington merchants agree to close all places of business during summer months. Throughout the months of June, July, August and September all places of business on Wellington will be closed for a half holiday on Thursday afternoons. Each Thursday all stores, barber shops, pool rooms, etc. will close their doors at 12 noon and remain closed until the following morning.

■ Nearly 600 boys and girls of the Picton Public and Separate Schools lined up for the annual Empire parade of the pupils and flower decorators. Empire Day was especially directed to the school children and the addresses by some of the leading townsmen were happily adapted to their understanding.

### 1943

■ Dr. Bell and General W. B. Anderson visited the Picton Nursing Division of the St. John Ambulance Brigade for the annual inspection. Mrs. Bruce MacDonald, Lady Division Superintendent, was in command and gave the orders for the doctor

■ The Navy League of Canada is holding a tag day in Picton. The Navy League has made marvelous contributions to our fighting naval men and our merchant seamen and its sixteen hostels and recreation centers have added greatly towards the welfare and comfort of these men of the sea.

### 1973

■ A total of 119 girls took part in the 4-H Homemaking Achievement Day. Mrs. Jacquelyn Hart, County Home Economist, presented badges to the leaders and thanked them on behalf of the club members and the Ontario Ministry of Agriculture and Food for their valuable leadership.

■ The RMC Museum will begin its 12th season of operation and will be open to the public. Admission prices of 75 cents for adults and 15 cents for children will be charged to pay for the wages of the museum guides.

### 1983

■ And yet again, Faye Roblin is up to her winning ways as eight of the 25 track and field athletes from Prince Edward Collegiate Institute placed high enough in a recent meet to advance to the regional finals in Oshawa. Roblin led the way by breaking a record on her way to a first place in the senior girl's javelin and second place in both the shot and discus.

■ A go-kart racer was anxious to compete in competitions at Camp Vessey Motorsports Park. He hopped a plane from Peru to Buffalo, N.Y. However, upon his arrival, he discovered his driver's license had expired. He ended up taking a cab to Fireside Inn. The cabbie had no idea where Picton was and only agreed to drive him when the kart driver promised him it was no more than a three-hour drive. The five-hour taxi ride eventually cost the Peruvian \$140.

## LETTERS TO THE EDITOR

### Terminals operation a "blight" on the County

To the Honourable Ryan Williams, MP-Bay of Quinte.

I want to voice my concern and disgust at your apparent support of allowing Picton Terminals to become a container port here in Prince Edward County.

My wife and I have resided in The County since 1990 and our frontage is on County Rd 49. Our property is north of the Picton Terminals location and we are subjected, constantly, to the heavily loaded eighteen wheelers exceeding the speed limit as they transport their loads from Picton Terminals towards Hwy 401.

Picton Terminals has already demonstrated its total lack of concern regarding zoning laws and pollution risks at the facility it is operating here in The County.

It is beyond my comprehension that you, as the elected representative of the citizens of The County, believe that allowing a container port at the entrance to Picton Harbour will be of benefit to anyone, except the owners and operators of Picton Terminals.

By linking your support of the use of public money to rebuild County Rd. 49 to allowing a con-

tainer port is sheer lunacy and hints of collusion. You should be ashamed!

Have you investigated the documented corporate irresponsibility of Picton Terminals?

This alone is sufficient cause to reject any further plans to allow expansions of an operation which are a blight on The County.

We urge you Mr. Williams, to put the citizens of Prince Edward County, the environment, and common sense, ahead of this disastrous idea of a container port.

David & Lynn Edward  
Sophiasburgh

### Communities need their own newspapers

Just a note to congratulate you on your courage and civic-mindedness in rescuing the Picton Gazette. I wish you the best of luck.

In 1999 I was a university professor who helped to found *The Crier* in Port Hope. It was started from scratch to protest the decline in quality of the daily *Port Hope Evening Guide* (which fell under Conrad Black's chain ownership

and today is no more). It was a lot of volunteer hard work but much fun, and Farley Mowat was one of our founding partners.

Alas, the challenges of editing it in my spare time while commuting to what was then Ryerson University in Toronto proved too much and we had to abandon plans to make a business of it, but in a year of publishing monthly we managed to do important jour-

nalism and even won some provincial awards for our journalism.

Our communities do need their own newspapers, and I applaud you for preserving yours.

Best wishes,

John Miller  
Emeritus professor of journalism  
Toronto Metropolitan University

### Taxpayers should not have to foot entire 49 bill

Thanks to the citizens for signing my CTY Rd 49 petition. After contacting our MP I was told that government doesn't repair roads.

I also found out that when the province turned over CTY Rd 49

to the County, the province gave them \$10 million to have it resurfaced.

Now with that and the \$7 million council says they have for the highway is half the cost to build a

new highway.

Do not expect the county citizens to donate to this project are not the only ones using it.

Tom York  
Trail 49

## LETTERS TO THE EDITOR CONTINUED ON PAGE 7

## “Stickhandling” green shipping strategies key to Picton Terminals' expansion plans

Picton Terminals has a new name, Doornekamp Lines. The shipping company's new website also says it offers “Eastern Ontario's newest mode of transportation.”

Let's never mind that a face launched a thousand ships in the Bronze Age. Or that ships were invented long, long before the wheel. I'm sure the Loyalists who settled Prince Edward County in the late eighteenth century would be chuffed to hear that moving around by boat is still news.

What is “new” are Doornekamp Lines's expansion plans, which are also, apparently, green.

The shipping industry is repositioning itself within federal “Green Marine” strategies for creating low carbon transportation networks. Shipping across the Great Lakes, for example, is in the spotlight. The Ontario government has plans for an Ontario Marine Transportation Strategy, announced in the March 2023 budget. Various local ports, from Hamilton to Oshawa to Picton, are vying for key roles.

Yes, shipping has somewhat lower emissions than transport by rail or truck — when taken by itself. It is always part of what is called an intermodal network, though, with connections to rail and road. Transport efficiencies must be calculated from origin to destination, not just from port to port.

And so for those expansion plans. “Phase One” of the Doornekamp Lines action plan launched in March 2021, with the acquisition of the container ship Peyton Lynn C. At 141 metres long, this ship has a capacity of 855 TEU (the measure of the number of 20-foot containers a ship can hold). It has a draft of about 8 metres. It might just slide into Picton Bay, in other words, which has a depth of 9 or 10 metres.

This ship was promptly chartered by a company called Spliethoff for its Cleveland Europe Express service. Perhaps that service, too, should be renamed, as the Cleveland — Picton — Europe Express. It is not clear whether it ships containers to Picton, or if it just wants to. This is, however, the plan detailed in the Doornekamp Lines “Phase Two” shipping map, pictured.

To that end, apparently, Doornekamp Lines has added a couple more container ships to its fleet. Spokesperson Sandy Berg confirmed to the Tradewinds shipping journal that it purchased the Blystad group's Songa Lynx (built 2006), now christened the Valencia Elizabeth D, in December 2021. Valued at \$20 million, the ship is similar to the Peyton Lynn: 148 metres, 1,118 TEU, draught of about 8 metres.

This ship has been trading since April 2022 between Vancouver and Singapore. A third ship, the 925 TEU Vivienne Sheri D (built 2009), was

also added in 2021, and also contracted out.

These three ships are the kind used in short sea and inland shipping of cargo containers from the huge ocean-goers that run between container ports in Halifax or Vancouver, Europe, and Asia. Generally, such cargo is moved inland by rail or truck. Doornekamp Lines, however, is offering up its port at Picton as a gateway to the St. Lawrence Seaway on the one side and to ports across the Great Lakes on the other.

Never mind that County council, at a meeting held at the Regent Theatre in October 2020, denied the Terminals' application for re-zoning so it could run container and cruise ships from its property. Doornekamp Lines has advertised “aggressive” expansion plans ever since. It claims to have invested close to \$30 million in its marine industry initiatives, including computerizing its ship loading, and retrofitting to store thousands of containers. And acquiring three container ships.

If only it were a legal container port. Picton Bay could connect Toronto and other key ports on the Great Lakes to Europe. Standing in the way, alas, are government regulations — at, it seems, every level. In an important Ontario Superior Court ruling in 2018, Picton Terminals was allowed

to continue its historic open cargo shipping operations — and nothing more.

“We still have some challenges to get over. A lot of them have to do with government hurdles,” Doornekamp Lines owner Ben Doornekamp told the Chamber of Marine Commerce. “It's not as easy as you think getting over some of these hurdles. But we're getting there. We are fortunate to be working with government staff who are helping us to stickhandle the many government agencies and policies to ensure regulatory compliance.”

Mr. Doornekamp says his company intends to capitalize on new shipping opportunities as both the federal and provincial governments try to structure greener supply routes. We worry that Doornekamp Lines plans to “stickhandle” the new Green Marine policies to bring these massive container ships to Picton Bay, no matter how awkward, costly, and inefficient such an enterprise. No matter that there are other ports that qualify as true intermodal ports, directly connected to rail and road, and on open waters, not tiny harbours.

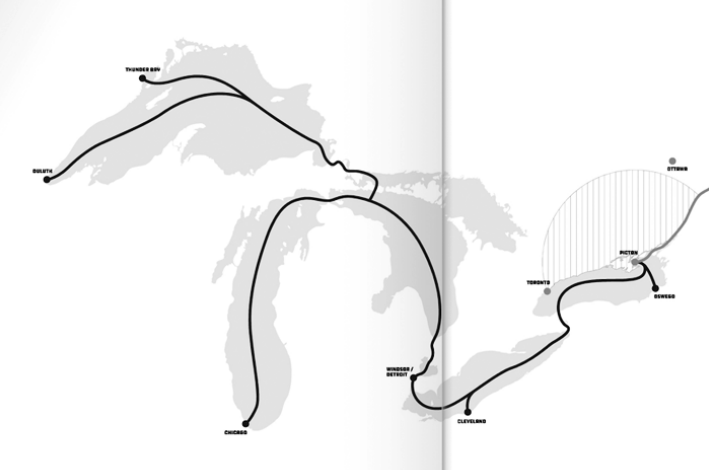
As we await the outcome of the talks between Picton Terminals and the County, that Regent Theatre council meeting, where the Terminals' rezoning application was denied, appears more and more clearly to have been a watershed moment in a history of conflict. Let's hope it holds.

**-Karen Valihora, publisher**

### PHASE 2

In 2021 Doornekamp Lines will expand its operations to multiple Great Lakes destinations including: Oswego, Thunder Bay, Duluth, Chicago, Windsor, Detroit, and Cleveland. For updates on the timing of this expansion please check [doornekamplines.ca](http://doornekamplines.ca).

2 hr one way truck travel to Metropolitan Toronto region



## Stories From Our Past

### 1923

■ *The Gazette* has made significant changes and additions to its printing equipment. Practically the whole interior arrangement of our machinery has been altered. Our battery of three job presses, our type cases and frames, the imposing stones, the paper cutter, the newspaper folder and the entire job stock of paper, envelopes, cardboard and paper stock cases have been moved and rearranged. A new model power saw trimmer and mitring machine for cutting and trimming linotype slugs, spacing material, borders and electrons has been installed and a new power stitching machine purchased with a capacity to handle bookwork up to a 0.75" in thickness which is more than double the ability of the old hand stitching machine

### 1943

■ The industry might well take a lesson in safety and safety devices from the armed services, Mr. Mabson, chief inspector of the Workmen's Compensation Board, pointed out at the annual dinner at the Globe Hotel. The speaker mentioned the safety equipment and training accorded our soldiers, sailors and airmen and said that industry, in many cases, believes speed is the only essential, but that is not the case. It should be speed with safety.

### 1973

■ Picton has been initiated into the realm of minor-league soccer. A first in the County, the Walravenatom contingent opened the season on a winning note, scoring a 5-0 shutout victory against the Belleville Stephen Licence Canucks at Zwick's field. Leading the Picton attack was Tony Cembal, counting for two goals. Rob Davis was also strong on the offence, netting a goal and two helpers. Other marksmen were Robby Fisher and Ron Fraser, each with a goal and assist.

### 1983

■ George Henley and Ron Herbin became heroes. Five Kingstonians owe their lives to Mr. Henley, who pulled them from the frigid waters of East Lake with help from Mr. Herbin. They were then rushed to PECMH by Picton OPP due to hypothermia. The five-year-old Victor MacLeod was transferred to Belleville General Hospital's intensive care unit, where he started to improve. Among the others rescued was Georganna MacLeod, Victor's mom and Steven MacLeod, Victor's dad—as well as 34-year-old Gordon Murray and 25-year-old Karen Murray. At the time, Mr. Henley had lived on East Lake for ten years and said he had towed many boats out because of mechanical breakdowns but never saved anyone from near drowning.



**Chris Fanning**  
 Publisher



**Karen Valihora**  
 Publisher



**Karen Gyde**  
 Classifieds Manager



**Sarah Williams**  
 Reporter



**Jason Parks**  
 Editor



**Michelle Bowes**  
 Production Manager



**Lisa Presley**  
 Advertising



**Jane Wright**  
 Real Estate



**Janice Daley**  
 Distribution

The Picton Gazette is locally owned and operated. It is published Thursday by The Picton Gazette Ltd. and distributed in Prince Edward County. All materials are protected by copyright.



## Stewards of the Environment

The big news is that the County has decided to meet Picton Terminals in court.

After its regular meeting had just about concluded last Tuesday, at close to 10 p.m., Councillors moved back into closed session to resume the deliberations on Picton Terminals they still had not completed when the meeting started. They emerged quickly though, just 30 minutes later, with two motions. They were well worth the wait.

The first directs staff to re-engage legal counsel and to pursue a permanent injunction against Picton Terminals through the courts.

The second directs the Mayor and CAO to convene a formal Council-to-Council meeting with the Mohawks of the Bay of Quinte, given their continued interest in the pending court decision.

Prince Edward County resides within the Traditional Territories of the Haudenosaunee. Specifically in this case, those of the Kanyen'kehá:ka, the Mohawks of the Bay of Quinte. They have a crucial, and constitutionally protected interest, in these lands and waters.

The County's planning act makes consultation with local First Nations groups a legal requirement. In practice this means a letter is sent requesting comments. And there the requirement generally ends. Responses from Indigenous groups to such requests are recorded. And more or less dismissed.

Certainly, that was the case when Chief R. David Maracle sent two detailed letters to County planning staff in 2020, then considering a re-zoning application from Picton Terminals. That was the application that council denied, at the Regent Theatre meeting.

Staff, however, recommended that application be approved. And they did so in part by dismissing the concerns of the 74 residents who recorded their opposition, as well as the concerns of the Mohawks who live here. Those concerns, unsurprisingly, overlapped. They were human concerns from people who live near Picton Bay, drink the water, and eat the fish—or, at least, would like to be able to drink the water and eat the fish. They detail worries about water pollution, disturbing existing contaminants, fish and fish habitat, noise and light, international shipping traffic, and truck traffic.

Chief Maracle noted that turning Picton Bay into an international port would create the potential for a host of long-term problems, including importing invasive species, and making Hwy 49, which runs through Mohawk territory, a major transportation corridor. He expressed concerns about the human trafficking which occurs around international ports. The staff report includes the responses to the Chief's letter from the consultants who prepared the re-zoning application for the Terminals. These consist of a series of

evasive and nonsensical statements, the kind one associates with ChatGPT. In response to worries about Hwy 49, for example, "it is anticipated that Highway 49 will be used as one of the routes to access the site. Highway 49 is a Provincial Highway and use of this Highway is regulated by the Ministry of Transportation (MTO). The proposed use of this Highway as one of the routes to access the site is permitted, and no negative impacts are anticipated in this regard."

In response to the Chief's worry about international shipping in the Bay, "the ships accessing the port will use traditional and long-standing shipping routes within the regulated waterway in accordance with the applicable policies of Transport Canada.

Therefore, no negative impacts are anticipated in this regard." Needless to say, concerns about leaching chemicals are also dismissed, and not just by the Terminals' consultants, but by our planners. Indeed, this staff report unfolds as a bizarre series of contradictory half-assertions and buck passing.

The report makes it impossible to tell if salt is being stored safely on the site, for example. An April 2020 letter from the Ministry of the Environment is cited over and over again to say Picton Terminals is storing salt safely and has resolved four outstanding environmental orders against it – except the letter itself states that the requirement for covered salt storage has not been met.

But back to the Chief. After County staff dismissed the concerns of his letter, he wrote again, and stated the Duty to Consult had not been met. This second letter concludes, "given Doornekamp Construction's numerous MECP warnings and orders, [its] blatant disregard for the law, environment and public interest is indicative that Doornekamp Construction cannot be trusted to construct and/or conduct business that is consistent with the applicable policies, regulations, requirements, and provisions; let alone respect for the environment, public or MBQ interest and rights."

"It is evident," he concludes, "that Doornekamp Construction is not a good steward of the land and water for future generations."

Now the County, in what seems a watershed moment for its own internal procedures and processes, never mind our municipal governance, has invited the Mohawks of the Bay of Quinte, not just to respond, but to share in the building of a legal case against Picton Terminals. That case must turn around stewardship of the environment.

As environmental and climate change concerns move to the forefront of the agenda of every municipality in Canada, along with those of the rest of the world, guess who finally gets offered a seat at the table? It's about time.

-Karen Valihora



Chris Fanning  
Publisher



Karen Valihora  
Publisher



Jason Parks  
Editor



Karen Gyde  
Classifieds Manager



Michelle Bowes  
Production Manager



Lisa Presley  
Advertising



Jane Wright  
Real Estate



Janice Daley  
Distribution

## Stories From Our Past

### 1873

■ The *Gazette* Publishes a fictional story, "Dolly Harden's Secret," about honest Tom Harden, the blacksmith, and his wife, Dolly. "For the past few years, Tom had been a very happy man; but a cloud had gathered in the sky, and at last it moved along just over his cottage, and there it obstinately stood. He had stood as bail for an old friend, who was in danger of losing his liberty in consideration of certain liabilities. The friend lurched him." What is Dolly Harden's secret? Should Tom be suspicious? How will she prove her love for her husband? To read the full story, click on "Culture" at [pictongazette.ca](http://pictongazette.ca).

### 1943

■ "Local regiment wins fame in Sicily": "Clambering up a 2,500-foot precipice, the Hastings and Prince Edward regiment stormed the crest in a pre-dawn attack, captured the town of Assoro and drove a strong German force from the mountain peak on which it's situated. The attack, carried out in moonlight up the sheer face of a cliff which the enemy thought it was impossible to scale, took the Germans by surprise. After reaching the peak, which juts out like a pinnacle amidst the cliffs and mountains of this part of the island, they fought a steady fight of more than 30 hours." Lists of casualties and deaths and commemorations of local soldiers dominate the pages of the *Gazette* all month.

### 1973

■ "A one-dollar per hundred-weight raise for milk producers was greeted by dairy farmers in this county with enthusiasm. The raise, according to county milk committee chairman Harry Evans, is the largest milk producers have received since 1965. The raise will add close to \$500,000 a year to the County's economy. Mr. Evans said, "Production has been declining over the past three years. Farmers are refusing to participate in the seven-day drudgery of daily chores for the returns from dairying. Farmers have increased their production and efficiency to make up for lack of labour but efficiency does not pay for the higher costs of mechanical aids."

### 2013

■ The Athol Recreation Committee presented the second annual Cherry Valley Jubilee. "We're all dressed up as characters who actually lived in Cherry Valley," said committee chair Kato Wake. "It's just to bring the town alive because it used to be quite a bustling community full of canneries and it's just a nice way to remember history." One of the ways the committee is trying to revive local history is to preserve and display a 200-year-old ledger used by Alva Stephens—a prominent citizen who is said to have given Cherry Valley its name. Stephens was an early United Empire Loyalist who arrived between 1812 and 1815.

The Picton Gazette is locally owned and operated. It is published Thursday by The Picton Gazette Ltd. and distributed in Prince Edward County. All materials are protected by copyright.

