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GREENBELT ROUTE



VALERIE MACDONALD / NORTHUMBERLAND TODAY

The unveiling of the Greenbelt Route cycling sign detailing 50 points of interest in Northumberland County was unveiled at Cobourg harbour Wednesday. Local MPP Lou Rinaldi heralded the creation and continuing growth of the route along Lake Ontario.

Cycling tour begins Sunday in Roseneath

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“This new route together with the Waterfront Trail opens up thousands of kilometres of beautiful cycling experiences, and cements Ontario’s reputation as a world-class cycling destination,” Vicki Barron of the Waterfront Regeneration Trust stated in a media release.

In person, she told the small crowd which included Port Hope Mayor Ron Sanderson and Cobourg Deputy Mayor John Henderson, that she was anxious to tell American cyclists about the attractions in both of their towns. Earlier the politicians committed continued support of the cycling route. The official start of the trail

ride this Sunday takes place at the fairgrounds in Roseneath and all of the Alnwick / Haldimand Township officials and politicians will be taking part, Mayor John Logel told Northumberland Today. After having breakfast in the township, the cyclists will follow the trail, stopping at Victoria Hall in Cobourg around

lunchtime and then heading to Port Hope where they will likely arrive between 1:30 p.m. and 4 p.m. on Sunday, according to the Great Waterfront trail Adventure’s Delaney Cummings. The group will overnight in Port Hope. The cyclists are to gather at the Port Hope Town Park Recreation Centre on McCaul Street

for a 7 a.m. breakfast Monday and be on their way about 10 a.m. Port Hope Councillor Louise Ferrie-Blecher and Whitby Town Councillor Lorne Coe will meet them at the Centre, the release states. The ride ends Aug. 21. valerie.macdonald@sunmedia.ca twitter.com/NT\_vmacdonald

ONTARIO ENERGY BOARD NOTICE TO CUSTOMERS OF UNION GAS LIMITED

Union Gas Limited has applied for approval to change its gas commodity, storage and transportation rates effective January 1, 2016.

Learn more. Have your say.

Union Gas Limited has applied to change its rates to better reflect how it supplies natural gas to its customers. The proposed changes include the following:

A change in the reference price used to set rates on a quarterly basis for a majority of its customers; and

A change to how it allocates costs to the different types of customers that it serves.

An average residential customer would see the following annual bill impact, but these impacts would only start in 2018:

Residential Customer – Service Area	Approximate Bill Impact
Southern Ontario (Windsor to Hamilton)	Decrease of \$20
Northern Delivery Area (North Bay to Kapuskasing)	Increase of \$26
All Other Delivery Areas	Decrease of \$1.50 – \$51.50

Other customers in Union Gas Limited’s service area, including businesses, will also be affected.

THE ONTARIO ENERGY BOARD IS HOLDING A PUBLIC HEARING

The Ontario Energy Board (OEB) will hold a public hearing to consider the application filed by Union Gas.

We will question Union Gas on the case. We will also hear arguments from individuals and from groups that represent the customers of Union Gas. At the end of this hearing, the OEB will decide whether to approve the changes that Union Gas has requested in this application.

The OEB is an independent and impartial public agency. We make decisions that serve the public interest. Our goal is to promote a financially viable and efficient energy sector that provides you with reliable energy services at a reasonable cost.

BE INFORMED AND HAVE YOUR SAY

You have the right to information regarding this application and to be involved in the process.

You can review the application filed by Union Gas on the OEB’s website now.

You can file a letter with your comments, which will be considered during the hearing.

You can become an active participant (called an intervenor). Apply by August 25, 2015 or the hearing will go ahead without you and you will not receive any further notice of the proceeding.

At the end of the process, you can review the OEB’s decision and its reasons on our website.

LEARN MORE

Our file number for this case is EB-2015-0181. To learn more about this hearing, find instructions on how to file letters or become an intervenor, or to access any document related to this case, please select the file number EB-2015-0181 from the list on the OEB website: www.ontarioenergyboard.ca/notice. You can also phone our Consumer Relations Centre at 1-877-632-2727 with any questions.

ORAL VS. WRITTEN HEARINGS

There are two types of OEB hearings – oral and written. The OEB will determine at a later date whether to proceed by way of a written or oral hearing. If you think an oral hearing is needed, you can write to the OEB to explain why by August 25, 2015.

PRIVACY

If you write a letter of comment, your name and the content of your letter will be put on the public record and the OEB website. However, your personal telephone number, home address and e-mail address will be removed. If you are a business, all your information will remain public. If you apply to become an intervenor, all information will be public.

This hearing will be held under section 36 of the Ontario Energy Board Act, 1998, S.O. 1998 c.15 (Schedule B).

Ontario

Ontario Energy Commission de l’énergie de l’Ontario

SADDLED UP

Nichols riding coast-to-coast for veterans

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“I know Canadian people love their troops, it’s just sometimes we forget who they are,” Nichols said. “Often times when we think veteran, we only think the old boys who stormed the beaches in Normandy and not the 25-year-old (deployed on more recent missions).” By no means does Nichols mean any disrespect to veterans of the Second World War or any other missions. A former Calgary Highlander and member of the Princess Patricia’s Canadian Light Infantry who served in the former Yugoslavia in the early 1990s, he just wants to remind people that there are many different types of veterans - older and newer, men and women. “I come from a military family and communities. I went to high school in Trenton. My dad was a soldier and his dad was a soldier. It’s something that’s always been a part of me,” Nichols said. “Some of the strongest support I have gotten from this ride has actually been from some of the old boys. It’s a family, and war changes people. Some of these conversations are pretty silent; you share a few words and you look into each other’s eyes and you know (what each other has been through).” Nichols recalled the challenge of transitioning to civilian life in British Columbia where his community didn’t recognize a young man to be a veteran, despite the fact that he had served his country. “For me, that was a difficult time and I struggled for a few years,” he said. A turning point was a chance meeting with a woman in Vancouver who recognized a crest on his jacket and thanked him for his service. “I understood then that my service had

value and I understood that the sacrifice was worth something and it made a difference in other people’s lives,” Nichols said. Fast forward a few years and Nichols was now working for the Canadian Rangers and was instructing a course. He began hearing similar stories from the next generation of troops serving their country yet not being recognized as veterans upon returning home. “There’s kind of a disconnect between our Canadian population and our contemporary veterans,” Nichols said. On this ride, he doesn’t expect to spread the message alone so he’s including as many contemporary veterans as possible. His wife Terry is a therapeutic riding instructor, and will put the young veterans through a quick riding lesson so they can join Paul for a ride along the route in their community. “To date I’ve had 200 veterans join me on my ride,” Nichols said. “By the time I get to St. John’s, Newfoundland over 700 will have joined me on the ride and added their voice to my own.” Nichols said it’s not like in the old days when brothers and neighbours went away to war and then returned to their community. “Now we deploy out of these large bases and form a unit from men and women all over Canada, serve together and then scatter in ones and twos back to where we came from. We no longer have that same shared experience and common bond that’s readily accessible locally,” Nichols said. “If we’re going to struggle with post traumatic stress disorder, if we’re going to struggle with the effects of operational stress injury, if guys start to question the value of their service, the value of the hard work and the sacri-

fice, then maybe that’s when they start to lose the battle with their demons and that’s when we see increased instances of veteran suicide. “Maybe we can change the perception and open up some hearts and make a difference.” Nichols talked of meeting a man along this ride who had served and was proud of it, but upon returning home was told by someone he wasn’t a real veteran. That led to a number of negative events in his life. “When we talked to him, it was the first time since that day that he had shared his story about his military service,” Nichols said. “He had just been silent. Part of what we do is give veterans a letter from school kids. We don’t know what’s in it because it’s sealed and it was a ‘thank you for keeping our country safe’ and he was in tears.” To stay current and make sure his message is on track, Nichols regularly speaks with different veterans groups and stops into Legions. One of the highlights of his trip so far was meeting a 94-year-old veteran, who had been a Lancaster pilot. “He listened to what I had to say, what I was doing and why I had horse at the Legion and he said, ‘Well, I better buy you a whiskey.’ That was a high point in my trip. He said ‘You keep on riding that horse,’” Nichols said. While Nichols rides his 17-year-old mare Zoe most of the time during this cross-Canada trek, he has eight horses on the road. No more than four ride at a time. For more information about the ride, including the full route, how to get involved, or to donate, visit www.communitiesfor-veterans.ca. jeff.gard@sunmedia.ca

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