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Golden harvest days make for classic farm scene



PHOTO BY ROB WADDELL

Harvest time features big combines, huge grain wagons, blue skies and golden fields. This photo captures all the great parts of a harvest scene at the foot of Riding Mountain along Hwy. 5. After some tough spots in the growing season, yields are being reported as good and in some cases excellent in Manitoba. Farmers will be praying for more blue sky weather as harvest progresses.

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Beautiful Plains School Division charts its' future course

Superintendent Jason Young outlines growth, regional school plans

By Eoin Devereux
NEEPAWA BANNER & PRESS

Just before the start of the school year, the Superintendent for Beautiful Plains School Division had the chance to educate the general public.

Jason Young, who has served as superintendent over the past 17 years, spoke with the Neepawa Rotarians on Wednesday, Aug. 26. Young's presentation highlighted all the significant changes and challenges the Division has faced in recent years.

One change has been the increasing diversity of the student population. Young said approximately 65 per cent of BPSD students in Neepawa currently have English as an additional language.

As for challenges, there's the rapid student enrolment this past decade. Some grades now have five or six full capacity classes, which has placed tremendous pressure on classroom space. Young said nine portable classrooms are currently being used in Neepawa.

The province has asked the Beautiful Plains to give up some of those portables, but Young explained to them that is not

possible because every one of them is in full use.

Some relief has arrived, however, as a new classroom addition for Neepawa Middle School was completed earlier this summer and officially opened for the new school year. The new building accommodates six Grade 6 classes and is providing some much-needed additional space.

One other item of note Young emphasized was that beginning next school year, Hazel M. Kellington School will serve students in kindergarten through grade 3, while Neepawa Middle School will accommodate grades 4 to 8 and Neepawa Area Collegiate Institute will serve students in grades 9 to 12.

What about the new high school?

Young also provided an update on the division's plans for a regional school in Neepawa, on a 23-acre site, close to the new regional hospital.

Planning for the concept began in 2019, with



IMAGE COURTESY OF NACTV

Beautiful Plains School Division Superintendent Jason Young served as the guest speaker for the Rotary Club of Neepawa's luncheon on Wednesday, Aug. 26

that design stage receiving approval in 2023. It was originally planned as a P3 model, which involves a public/private sector hybrid. That plan, proposed by the former Conservative government was quashed by the NDP led government after the last provincial election.

Young explained a new school, under the traditional building model, is still planned. It's intended to be publicly funded through the province, while the Town of Neepawa would be responsible for infrastructure such as sewer, water, hydro and

roads associated with the site. Young said the design is currently moving through the approval process so that architects can proceed with the next stages of the project.

One of the division's priorities is ensuring that academic programming and skilled trades are not separated within the new facility. Young said BPSD chose not to support a model that would divide academics from trades.

"Asked by the powers that be, 'Why can't we just build a small vocational school and use your current school for

academics?' And my response to that is no," said Young. "We're not going to segregate our kids based on trades and not trades. That that's so primitive in my mind. And plus, we're going to need the space anyway."

Instead, Young said the regional school being envisioned as a facility that incorporates both academic and trades programming. The proposed development also includes a new daycare centre.

pressed concern about the potential consequences.

"We don't want Broadway cut off," said Young. "Our vision to have a bus loop on the north end [of the new school], where busses that are going one direction can leave that direction, and busses that are going the other direction can leave a separate way. So you don't have 14 busses lined up giving up one thing. If you close Broadway, that doesn't help us."

Young added that the Division understands that's something they will not have control of, but it's still something they are communicating to the province on throughout the process.

Concerns about Broadway

A question related to access to the proposed regional school was also raised to Young after his presentation. The Province has decided that Broadway Avenue will be closed in the future at the Highway 16 junction. The reason given was to re-route traffic safely around the town's rapidly expanding north-east infrastructure.

Young said the School Division does not want Broadway closed and ex-



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IMAGE COURTESY OF THE BEAUTIFUL PLAINS SCHOOL DIVISION

An aerial view of the classroom expansion on the grounds of Neepawa Middle School.

Notice of Environment Act Proposal

Manitoba Environment and Climate Change invites public comment on the following proposal:

NEEPAWA-GLADSTONE CO-OPERATIVE LIMITED – INSTALLATION OF ADDITIONAL ANHYDROUS AMMONIA TANKS AT EXISTING BULK MATERIAL HANDLING FACILITY – FILE: 4525.10

Neepawa-Gladstone Cooperative Limited proposes to expand the anhydrous ammonia storage capacity at its existing bulk material handling facility located at NW 27-14-12 WPM in the Rural Municipality of Westlake-Gladstone. The proposal includes the installation of three additional 90-metric tonne anhydrous ammonia storage tanks and the construction of a new site access. The existing facility has been in operation since 2001 and includes a crop protection products warehouse, bulk granular/liquid fertilizer blending and storage areas, a 60-metric tonne anhydrous ammonia storage tank, and associated distribution facilities.

This proposal can be viewed at www.manitoba.ca/sd/eal/registries

Anyone affected by the proposal who wishes to provide feedback should submit their comments using the online form at www.manitoba.ca/sd/eal/registries by October 05, 2026.

Information submitted in response to this proposal will be available to the proponent and placed on the public registry per Section 17 of The Environment Act.

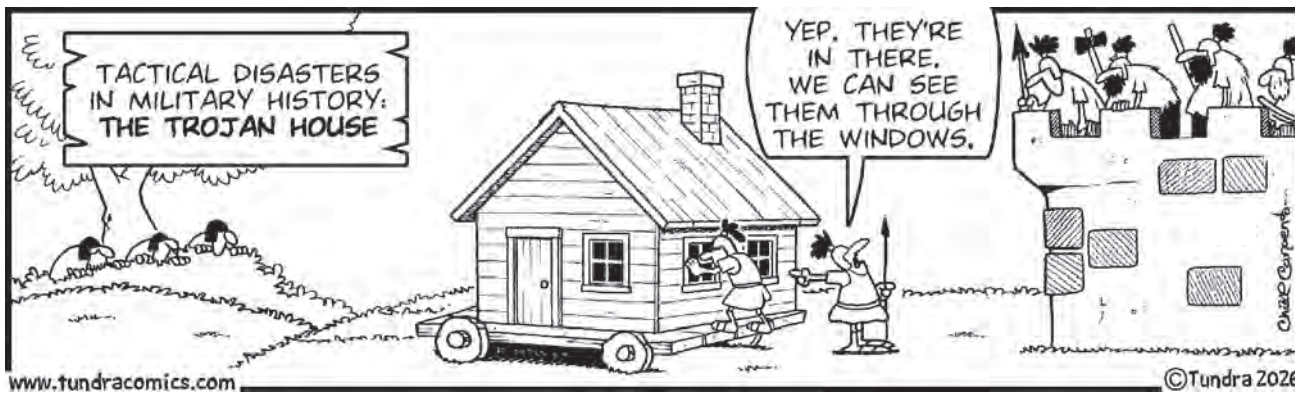


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Tundra

By Chad Carpenter



Back in 2024, I wrote a column about why Donald Trump was likely to win the US presidential election. My words turned out to be true and I have repeated some of them down the page a bit.

Trump did win the election as he got 49.8 per cent of the popular vote and 58 per cent of the Electoral College votes. To say the least, Trump got a substantial mandate. My words from 2024 explain why he did get that vote.

What my words didn't say is that he would mangle his mandate very badly, basically destroy it. That destruction came about as he became totally swallowed by his own big head, his ego. Being humble for Trump is difficult. Maybe he listened to the song, "Oh Lord, it's hard to be humble when you are perfect in every way". That song is meant to be a joke and now Trump has become a joke and dragged the United States into being a joke as well.

It is sad as Trump had some good ideas and as noted below he appealed to a lot of voters, won the election and then blew it pretty badly.

What I did say in 2024...

"If Donald Trump is elected, it will be because people are sick of the stands taken by the Democrats who are shamelessly backed by the majority of the media and the entertainment industry.

That stand, if you can actually call it a stand or platform, is contrary to what the majority of people believe. I call the Democratic stand "the accepted narrative".

Many people are sick and tired of being told what they have to think, what they have to believe, what they have to say, what they can and can't say.

Most people know that the so-called Woke Movement is mostly nonsense and some of it is just destructive to individuals and to society. Even left-leaning commentators like comedian Bill Maher have turned on the Democrats saying the "woke" movement is

Mangled mandate

RIGHT IN THE CENTRE

KEN WADDELL



largely nonsense. I think the breaking point for Maher came when the woke promoters said the U.S. is worse off than even before. He quickly shot down that theory by comparing today to the U.S. slavery days, the 1950s segregation days, the levels of education compared to past eras, the average life expectancy and the level of prosperity compared to many decades ago. Yes, there is a lot of progress that needs to be made, but to say the Americans are worse off than ever before is just plain silly. If the U.S. is such a bad place, then why are people willing to risk dying to get into the country.

The left wing, or the Democrats, could easily lose a very winnable election because they are so out of touch with the beliefs, desires and needs of the average citizen".

What about the upcoming U.S. elections?

So the 2024 election is history and the American midterms are soon to be upon us. Many are predicting a huge loss for Trump and his backers but unless the Democrats can move to the centre of the political scene and away from the "accepted narrative" that so badly cursed them in 2024, they could lose again. Democrats need to remember, "It's about the economy stupid" and not about black or white or brown people, it's not about hiring specific groups of people over

and above competence and abilities. It's about the economy. Most people vote based on the basic issue of "Is my family better off than it used to be."

So what about our Manitoba municipal elections?

As of the date of this paper (Sept. 4), there's only 18 days to get nominations in to the respective municipal election officers. All municipal offices have the details and necessary paper work to fill out. A number of experienced political observers are predicting a high level of turnover from the current councils. I have been told that some are crediting 75 per cent turnover but that seems high. However the pay isn't great and the abuse level can be tough sometimes. Abuse of elected officials is a bad thing and should not happen.

Younger people need to run

It's good to have experienced people on councils. But there are reasons to have young people too. Young people have good ideas and may have a more modern view of the world. But there's another reason. When councils make decisions, the young people will be paying for those decisions a lot longer than the older people will.

Disclaimer: The views expressed in this column are the writer's personal views and are not to be taken as being the view of the Banner & Press staff.

HOMEBODIES

RITA FRIESEN



The right to question...

Warning—I'm getting preachy! While spending time with my sister I picked up and read the monthly publication produced by the faith of my childhood. One of the articles, by Martin Buhr, was on doubting. It's not quite the same as questioning, but really close. "Growing up, church was not a safe place to express doubts: I would be given the pre-formed answer and would be subject to rejection or ridicule if I expressed my doubts."

That one sentence took me flashing back to an experience with an adult youth group, in the same denomination. A wonderfully compassionate and free thinking young woman, one who was to become a close and dear friend, asked the worship leader a question that rather than leading to a conversation and possible growth, shut her down immediately - rejection for sure if not ridicule. Her query was 'what if what we are taught isn't the only truth?' I thought, still think, that's a fair question. It deserves to be examined. Just as I often heard 'the unexamined life is not worth the living' from my philosopher/farmer/teacher father, I believe the unexamined faith is not worth the believing.

The God I love and serve is a God big enough to take my questions. The prophet Malachi relays the words of God to his people 'test me in this' (Malachi 3: 10)—the this being the giving of tithes. We know how sensitive talking about money and giving to the church can be, and if God is willing to challenge the people to test Him and prove the truth of His word, well, I think that can apply to all areas of our faith walk! His Son, Jesus, didn't rebuke, ridicule or reject Thomas when he doubted the reality of a risen Lord. Just said 'put your finger here; see my hands. Reach out your hand and put it in my side. Stop doubting and believe.' (John 20: 22)

We all have our own opportunities to prove God. I stand secure in my faith with two important touchstones. One was the day I faced rejection and verbal abuse from one who should have been trustworthy. I stood, my arms around a slender aspen tree, looked to the heavens and reminded God of the promise to be a mother to the motherless, and a father to the fatherless. From that day to now, God is and will be my father and my mother. Totally trustworthy, loving and accepting.

The second anchor to my faith was/is the answer to a prayer I prayed when I was twenty eight years old, a single parent and very alone. I asked God to provide a husband if it was His perfect will for I could soldier on alone. I promised God that I would say yes to the next man that asked me to marry him. (yes, there had been some interesting proposals up to this point!) On Sept. 26 Ed, on our first date, proposed, and on October 10 of the same year we married. He died thirty hours after our fortieth anniversary. God was/is good.

It's okay to know why we believe what we believe. God is big enough for our questions.

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Letters to the editor

Double jeopardy

The department of Recreational and Cultural Services is made up of non-essential services. The Town of Neepawa sees this department as the softest target to cut public spending, especially on the most costly one, the community complex. Financial audits of different towns of similar size over the last number of years proves this beyond doubt. Outside ownership of the arena puts it and the users at arms length from local government providing what the Town must interpret as its moral cover to underfund it.

Most of the people being hurt by this policy are the wage earning people of our community who pay millions in federal and provincial taxes. Some of their tax dollars comes right back home. Our \$127 million dollar hospital for example. Many use part of their paycheque to pay off a mortgage and property taxes on their home. Many have a family to look after. Most of the millions they spend on the necessities of life are spent right here in Neepawa. They create millions of dollars of commerce right where they live. These millions of dollars in

transactions trigger more taxes that fund public services and infrastructure. They have contributed to these services many times over. They shouldn't have to go to work after they get home from work to keep the doors of their community centre open.

Unfortunately for them in Neepawa there is no taxpayer double jeopardy law that says they can't be charged for the same service twice.

Not owning a new community complex for the people who have already paid for it would be a flagrant violation of a contract in the real world. The Town will squeeze even more out these people by keeping their feet to the fire by placing limits on the amount of help they will get once they lose ownership. In the real world it's called a shakedown. Everyone knows the arena is always short of something. Never comfortably funded. If the Town owned the building it could not act this way. The people wouldn't put up with it.

Ross McBride
Neepawa, MB

Helen Drysdale

OUT OF HELEN'S KITCHEN

Tomatoes

Tomatoes are the most popular home-grown vegetable grown in our gardens. The best way to eat tomatoes is in the garden picked warm from the sun. At this time of year, it can be hard to keep up to them. When I am too busy to process them into sauces, I just wash them and freeze them for use in the winter. Here are a few recipes to help use up those excess tomatoes.

Baked tomatoes

5-6 tomatoes, 3-4 inches in size
2 cups breadcrumbs
1/4 cup butter
1/2 cup minced onions
1 tsp. salt

1/2 tsp. pepper
1/4 cup fresh basil leaves or parsley,
chopped
1/2 cup shredded cheese

Preheat oven to 350°F. Peel and halve the tomatoes. Squeeze out some of the seeds. If the tomatoes are large cut each half into two slices. Heat the butter up in a frying pan and add the onions. Sauté until slightly soft. Stir in the bread crumbs and cook for a minute. Add the basil or parsley leaves and the desired amount of salt and pepper to the crumbs. Remove from heat. Place half the tomato slices in a 9X9 inch lightly greased baking pan. Sprinkle with the basil and half the bread crumb mixture. Top with the remaining tomatoes and layer remaining breadcrumbs. Put into the oven for 30 minutes. During the last five minutes of cooking add the cheese on top and return to oven.

Zucchini tomato casserole

4 cups zucchini, cut into 1 1/2-inch
pieces
1-2 garlic cloves, minced
1 Tbsp. oil
3 Tbsp. butter
3 Tbsp. flour

1 1/2 cups milk
Pinch of salt and pepper
1 tsp. dried oregano leaves
4 firm tomatoes
1 cup grated mozzarella cheese

Preheat oven to 350°F. In a frying pan, sauté the zucchini and garlic in the oil. Cook for five minutes, stirring often. Remove with a slotted spoon and drain well. Add the butter to the frying pan. Melt the butter and then gently stir the flour into the butter. Continue cooking and stirring for 1-2 minutes. Gradually stir in the milk, salt, pepper and oregano leaves. Stir constantly until thickened. Remove from heat. Slice the tomatoes into 1/2-inch slices. Cover the bottom of a greased 2 litre casserole dish with half of the zucchini. Add a layer of tomatoes, then half the sauce. Sprinkle with half of the cheese. Repeat layers ending with cheese. Bake for 30-35 minutes or until lightly browned on top.

Vegetarian chili

1 cup chopped onions
2 garlic cloves, minced
2 Tbsp. oil
4 cups diced tomatoes
1 cup each diced carrots, celery and
red peppers
1 tsp. salt

1/2 tsp. pepper
1 1/2 tsp. cumin
2 tsp. chili powder
1 tsp. dried basil
1/4 tsp. cayenne pepper
2 cans kidney beans, drained
1 small can tomato paste

In a large pot add the oil, onion and garlic and sauté for several minutes. Add the tomatoes, carrots, celery, peppers, salt, pepper, cumin, chili powder, basil and cayenne pepper. Simmer until vegetables are tender, about 30 minutes. Stir occasionally as not to stick on the bottom of the pan. Add the kidney beans and tomato paste and simmer for another 10 minutes.

Thumbs up, thumbs down

A huge thumbs up to the volunteers, supporting businesses, musicians and festival attendees of the Whitemud Music Festival recently held in Arden. It was a great event and we can't wait for the fifth annual festival August 20 and 21 2027..

Robert Cameron
Neepawa, MB

Whitemud Music Festival
Organizing Committee

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Neepawa's coat room 'an appreciated service'

NNCR reflects on past years as its next seasonal opening approaches

By Casper Wehrhahn
NEEPAWA BANNER & PRESS

The Neepawa Newcomers Coat Room (NNCR) is preparing to open up for its 2026 giveaway season. The non-profit organization gives away coats and other informational resources free of charge to community newcomers experiencing their first Canadian winter.

This year, the NNCR's appointment registration went live on Tuesday, Sept. 1. The coat room dates themselves are currently set for Sept. 25 (evening), Sept. 26, and Oct. 2 (evening), and Oct. 3. Additional pop-ups may be held by appointment after Oct. 15 if inventory allows.

Since it was first established, the NNCR has matched 720 coats with new Neepawa citizens. The breakdown for this total is: 201 coats given away in 2023, 305 in 2024, and 214 in 2025.

"I think the numbers of newcomers coming to the Coat Room has confirmed that this is an appreciated service," said Leisel Milligan, NNCR representative. "We are not only able to provide a free winter coat to newcomers, but also provide winter education and encouragement to engage with winter recreation for long-term mental health and enjoyment. If Canada is your new home, find ways to enjoy her winter!"

To acquire the coats needed for this initia-

tive, the NNCR hosts coat donation drives in the spring and fall each year, and supplements that supply by purchasing coats. Purchased coats are acquired using donated funds, and through its Sponsor a Coat program.

"This fall we will have donation bins located at Arts Forward and HMK elementary. We are especially in need of children's winter coats and snow pants," said Milligan.

Milligan added, "To those who are able to donate or sponsor a winter coat to the Coat Room we cannot say Thank You enough! Your practical gift to newcomers is very well received and appreciated!"

Further details on registrations and donations can be found on the NNCR's social media. Additionally, the NNCR can also be contacted by email at neepawancr@gmail.com.

In her closing comments, Milligan stated, "Our community is amazing! The Coat Room is just one of the many places where the generosity, kindness, and welcome of Neepawa is on full display."

FILE PHOTO

Neepawa Newcomers Coat Room (NNCR) president Leisel Milligan with a pair of clients who were aided during a previous give-away season.



New pastor helping Hilltop Baptist Church into its next chapter

By Racheal Flintoft
MINNEDOSA TRIBUNE

Hilltop Baptist Church has served the communities of Clanwilliam, Clear Lake, Erickson, Onanole, and Sandy Lake for 130 years, and this summer, members feel that the church is entering one of the most hopeful chapters in its long history.

On June 28, Pastor Merlito Soriano and his wife Nalyn were installed at Hilltop Baptist Church, in a service that drew 115 people and left the building overflowing.

"We feel God's direction in bringing Pastor Merlito Soriano and his wife Nalyn to Hilltop," said Karen Shindruk, a member of the congregation.

The couple's connection to the area came through a series of small steps the congregation now sees as God's leading. Pastor Merlito was visiting family in Neepawa last winter when Gerald Parrott, of First Baptist Church in Neepawa, asked if any local churches were interested in a Sunday morning speaker. Hilltop said yes, and Pastor Merlito preached there twice.

"The congregation was



SUBMITTED PHOTO

Pastor Merlito Soriano.

blessed by his message," Shindruk said.

After his second visit, one of Hilltop's elders asked whether he might be looking for a pastoral position in the area. The congregation followed up with a proposal, asking him to consider the pastorship at Hilltop. What came next took nearly a year of paperwork and patience.

"The church is grateful to the immigration officer Ingrid Kemp for her diligence and hard work in facilitating the process," Shindruk said.

Pastor Merlito and Nalyn are no strangers to building a congregation from the ground up. More than 20 years ago, they founded

a church in the Philippines that grew to about 1,000 people, with 700 in membership. It had active children's, youth, women's and men's ministries, and the couple became known for training up new leaders. Moving to Manitoba meant leaving behind three grown sons and other family.

"Hilltop has been searching for a pastor for a number of years and we believe this couple is an answer to our prayers!" Shindruk exclaimed.

Since arriving, the Sorianos have thrown themselves into life in the Erickson area. Pastor Merlito has planted a vegetable garden, and flowers inspired by the Philippines now grow around the church building. The couple has also introduced the community to Filipino cooking.

"Our community has been blessed by the Filipino extravagant cuisine," Shindruk added.

Shindruk described Pastor Merlito as a man with a humble, servant heart who connects with people on a personal level and meets them where they are at.

"He is eager to spread the gospel message of what Jesus Christ has done for

us," she said. "He works tirelessly, rarely missing opportunities to connect."

At the induction service on June 28, guests brought greetings and were recognized for their part in bringing the pastor and his wife to Hilltop. The couple sang for the congregation and received a certificate marking their new position and membership. Afterward, everyone sat down to a traditional Filipino feast.

The history behind that celebration runs deep. Hilltop Baptist Church turns 130 on July 17, chartered under the Swedish Baptist Conference by a small group of pioneering Swedish immigrants. Services were held in Swedish until the switch to English

in 1940. The congregation worshipped in homes at first, then built its first church out of local logs in 1898. The present building went up in 1926.

Today, the church holds Sunday morning worship and a children's Sunday school, along with men's and women's Bible studies led by lay leaders during the week. The ladies host a yearly spring tea and take turns leading a monthly service at the personal care home. Some families attend Hilltop only a few weekends each summer, treating it as their summer church home, while others are there year-round and call it family.

Shindruk said the congregation has already no-

ticed growth since the Sorianos arrived and expects that to continue.

"We have already witnessed the church growing and are confident that it will continue as we trust our Lord and Saviour Jesus to direct us," she said. "Our goal is that we will reach people with the hope of the gospel, of Jesus's sacrifice on the cross."

Hilltop Baptist Church welcomes all to worship Sunday mornings at 11:00 a.m. The church is a quarter mile north on Highway 262 off Mountain Road. Vacation Bible School runs Aug. 4 to 7, from 1:00 p.m. to 4:00 p.m., for children aged five to 12.

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History lessons with Helen: Louisbourg

By Helen Drysdale
NEEPAWA BANNER & PRESS

I have returned from a holiday on the East Coast. One of the highlights for me was a visit to the Fortress of Louisbourg on Cape Breton Island (originally called Ile Royale.) This 18th century French fortified town was named after Louis XIV of France and is North America's largest historical reconstruction. The fort brings 18th-century French colonial life to reality with French soldiers marching down the streets in their woolen uniforms with many, many buttons, the sound of cannon drills echoing through the fort, hearty eating at one of the site's three period restaurants and so much more.

The original settlement was founded in 1713 by settlers from Terre-Neuve, (Newfoundland) who wanted to retain a base for the profitable cod fishery after Newfoundland was relinquished to Great Britain by the terms of the Treaty of Utrecht in 1713. The town was soon fortified and Louisbourg was a hub of commerce, with an average of 150 vessels sailing in and out of the port each year. The fish was salted and dried ready to be shipped out and traded for other goods imported from around the world.

During the 1700s, Louisbourg had a hospital run by the Brothers of Saint-Jean-de-Dieu, the second-largest building in the fort town. It contained 100 beds and buildings

that housed a bakery, kitchen, laundry, well and stables, plus housing for black slaves. Yes, you read that right. The colony had black slaves. At that time, it was common for the British, Dutch and the French to own slaves. Most of Ile Royale's governors and commis-saires owned slaves and their behaviors set the tone for social conduct. In Fort Louisbourg alone there were approximately 350 slaves. The Slavery Abolition Act did not come into effect until August 1834, abolishing slavery throughout the British Empire, including British North America. The Act made enslavement officially illegal in every province and released the last remaining enslaved people in Canada.

The Sisters of Louisbourg exhibit shares the story of the Congregation de Notre Dame. The mission of this is order of nuns was to educate young women in reading and writing.

The fort was successfully besieged twice by the British. In 1745 it was captured by the British and was a major bargaining chip in the negotiations leading to the 1748 treaty ending the War of the Austrian Succession. It



PHOTOS COURTESY OF HELEN DRYSDALE

was returned to the French in exchange for land in Europe. In 1758 the British again regained control of the fort. They rounded up and shipped off the French soldiers and civilians they could. The forced relocation involved perhaps as many as 10,000 people, because nearly a dozen other French communities on Ile Royale were relocated as well. In 1760, the organised demolition of all Louisbourg's fortifications came about just in case the place was again handed back to France. The British abandoned the site for good by 1785.

Conversing with the actors on site I learned about life in that time frame. In that era bathing had come out of fashion because of the belief that water opened pores and allowed disease to enter the

body. Both rich and poor might wash their faces and hands on a daily or weekly basis but not bathe their whole bodies. Louis XIV of France, the King at the time, was said to have taken only two baths in his

adult lifetime. As well people couldn't get away from lice and lice didn't differentiate; they infected all of society from servants to royals. They lived a life of itch, itch, itch! The women tucked a small stick in their bonnets that could be used to scratch their head. They grew gardens laid out in square or rectangular planting beds with fancy designs. From the flowers and

herbs, perfumes were made to mask body odors. Many flowers were grown for medicinal purposes as well. Flowers such as Calendula were made into salves for its ability to soothe skin issues. Efforts to develop the site were made in the early 1900s. However, it was in the early 1960s that work really started. With the decline of coal mining on Cape Breton Island, the government began a partial reconstruction of the fortress site, hoping to help the economy with tourism. The next two decades saw the largest reconstruction of an historic site. Fortunately for the engineers, archaeologists, historians and exhibit designers copies of the original plans and historical documents preserved in France were plentiful to aid in the rebuilding of the fortress. They now have a large collection of more than 5.5 million artifacts found while excavating the grounds at the fort. Fort Louisbourg is worth seeing and offers visitors a chance to step back in time and experience some of Canada's rich history.



Thank you for reading the Neepawa Banner & Press!



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Yellowhead Centre digs deep to solve frost boil troubles

By Eoin Devereux
NEEPAWA BANNER & PRESS

For years, the arrival of spring has brought more than just melting snow and ice to a section of the Yellowhead Centre parking lot. It has also brought a recurring problem from below the surface. That issue, however, is now being addressed with a new underground solution designed to prevent future frost boils.

Earlier this week (*Monday, Aug. 31*) Rob Smith & Son Backhoe & Trucking Ltd. began the process of installing ground cloths beneath the southwest section of the parking lot. The work involved removing the upper layer of soil, placing the protective material underground and then rebuilding and levelling the surface.

Frost boils, sometimes referred to as frost heaves, occur when moisture trapped in the ground freezes, expands and pushes upward toward the surface. Over time, the process can weaken soil stability and contribute to creating peaks and valleys within the area.

Yellowhead Centre Board President Marla Steen said the project is aimed at providing a longer-lasting fix by limiting moisture movement beneath the surface. Steen also thanked Rob Smith & Son Backhoe & Trucking Ltd., for the exceptional job they did getting everything completed in such a timely manner.



PHOTOS BY EOIN DEVEREUX
The southwest section of the Yellowhead Centre's parking lot received upgrades recently, as new underground cloths were placed to assist in preventing frost boils each spring.

You're invited to the 11th Annual Neepawa Area
BUSINESS START-UP EVENT

WHAT'S THE
BIG ?
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**BUSINESS START UP SUPPORTS AND
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AT OVER \$60,000 IN CASH AND PRIZES TO
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OCTOBER 15 2026

9:00am to 4:30PM
Neepawa United Anglican Church CEC Room
475 Mountain Ave

9 TO 11:30AM - BUSINESS START-UP PRESENTATIONS
12:15 GUEST SPEAKER
1PM - THE PITCH PARLOUR - NEW BUSINESSES PRESENT FOR A CHANCE
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Deadline to register is Oct 8

CONTACT MARILYN FOR MORE INFORMATION AND TO REGISTER

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MEET STRIDE'S CARBERRY TEAM!

I've always loved being part of a small community where neighbours support one another, and local businesses are at the heart of everyday life. I've spent most of my career helping people, and that's still what I enjoy most about my role at Stride. I love getting to know our members, understanding their goals, and helping them find the right solutions for wherever they are in their financial journey.

I've enjoyed visiting Carberry's local shops and community events over the years, and I'm excited to now be an even bigger part of the community through our new branch.

- Jenny Dyck
Financial Experience Officer
Carberry Branch

Stride Credit Union is officially open in Carberry! Visit us at our brand new location at 10 Main Street.

Get \$500* when you become a Stride Credit Union Member. Already a Stride Member? Refer your friends and earn \$100* for each referral. Visit joinstride.ca

Stride
CREDIT UNION

*Terms and conditions apply

That's one hefty tomato!



SUBMITTED PHOTO

Throughout Neepawa's history, this newspaper and its predecessors have been privy to sharing a wide variety of large, and/or oddly formed produce. Here's another one for the books!

This tomato, belonging to Jack Falk and weighing 901 grams, was recently shown to the Neepawa Banner & Press staff. Being just shy of two pounds, that piece of home grown produce could sure be used for a lot of sandwiches- or whichever else tickled your fancy.

HOT NEWS TIP?

Please let us know.
We appreciate any information
leading to a breaking
news story or feature ideas.

Call us today at 204-476-3401 or
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Visit our website at
www.neepawabanner.com



Jodie Byram
MLA for Agassiz

Agassiz Constituency Office
Box 550, Neepawa | MB R0J 1H0
204.390.5428
officeofagassizmla@gmail.com

The Neepawa Banner & Press held a contest open to anyone who purchased an 1/8 page or larger ad in the paper during the months July and August. The winners of the contest will receive a season ticket to all the Neepawa Titans home games.



Thank-you to all our advertisers who entered the contest. The winners are listed below:

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Sports

Nothing guaranteed going into Titans' training camp

Fierce roster competition is expected this year in Minnedosa

By Eoin Devereux
NEEPAWA BANNER & PRESS

While experience may count for something, it won't guarantee anything when it comes to securing a spot on the Neepawa Titans opening night roster. The Junior 'A' Hockey club has scheduled its' training camp Sept. 4 to 6 in Minnedosa's Sunrise Credit Union Centre.

Titans head coach and general manager Ken Pearson said they're expecting approximately 50 players to hit the ice that weekend looking to make a good impression.

"We'll have a good mix of returning players, recruits and younger players looking to establish themselves, so there should be plenty of competition throughout the weekend."

Pearson said there are a solid core of players returning from last year who have MJHL experience and will be expected to provide leadership. But while that Junior 'A' experience will give those returning Titans a bit of an advantage, Pearson made it clear that nobody should assume their roster spot is guaranteed.

"We've brought in some new players who we believe can push that [veteran] group and make our team better," Pearson said.

Pearson stated that the



BANNER & PRESS ARCHIVE

Last year's training camp was held at the J & G Home Arena in Brandon. This year's camp will be a little bit closer to home, though it is still slightly down the highway at the Sunrise Credit Union Centre in Minnedosa.

battles within the forward group, amongst players trying to establish themselves in the top nine, could be particularly interesting. As well on the defensive side several players are in contention for regular minutes. Just some of those new players looking to make their mark include:

- Defenceman Simon Preston (Estevan);
- Forward Jack Polasek (Carberry);
- Forward Jaxon Kobe (Ed-

monton); and
• Goaltender Wyatt Nelson (Prince Albert).

There will be plenty of opportunity for the new faces, as the Titans will see significant deals changes to last year's roster. Defenceman Dylan McCann was moved to the Kindersley Klippers in June, while forward Talen Lewis also departed for Kindersley. As well, defenceman Ryder Gardner was dealt to the Swan Valley Stampeders.

On top of that, Neepawa players, who have reached is saying goodbye to eight the end of their age eligibil-

ity. Those players that departed Neepawa included: Logan Paquette, Cooper Kasprick, K.C. Couckuyt, Keenan Skrupa, Ty Kirk, Dawson Andries, Zach Burleigh and Kyle Weisgarber.

With all this roster turnover, Pearson emphasized that there will be many spots up for grabs. But for anyone hoping to earn a place in Neepawa's lineup, the coaches' message is clear, everyone will need to prove it on the ice.

The Neepawa Titans will play four exhibition games as part of their schedule, with the first set for Sept. 9 in Souris against the Dauphin Kings. The team's first home game in their actual home will be Sept. 12 versus the Portage Terriers. As for the regular season, the Titans start on Sept. 19 at home against Portage Terriers, with puck drop set for 7:30 p.m.

The Yellowhead Centre ice is now in and waiting for winter



PHOTO BY EOIN DEVEREUX

The ice has been installed at the Yellowhead Centre in Neepawa. The finishing touches to prepare the arena surface to be optimal for the winter will now take place. Consistent ice useage is expected to begin on Saturday, Sept. 12.

NEEPAWA TITANS
UPCOMING EVENTS



Titans Training Camp

SEPT. 4-6 - SUNRISE CREDIT UNION CENTRE, MINNEDOSA



Dauphin Kings vs Neepawa Titans

SEPT. 9 - 7 P.M. - MEMORIAL COMPLEX, SOURIS M.B.



Portage Terriers vs Neepawa Titans

SEPT. 12 - 7 P.M. - YHC NEEPAWA



Neepawa Titans Home-Opener BBQ

SEPT. 18 - 11-1 P.M. NEEPAWA CO-OP FOOD STORE



Neepawa Titans Home Opener

SEPT. 19 - 7:30 P.M. - YHC NEEPAWA



Bill Ferguson Memorial ATV Poker Derby

OCT. 25 - CHECK IN 9-12 - NEEPAWA RIFLE RANGE



NEEPAWA TITANS



NEEPAWA TITANS



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Winnipeg: Need to talk? Call
our free helpline, 1-800-665-
0570 or contact our Westman
office: 204-727-6161

Notice

A Bible Quote John 3:3
Jesus answered and said to
him, Most assuredly, I say
to you, unless one is born
again, he cannot see the
kingdom of God.

Alcoholics Anonymous meet-
ings currently being held at
342 Mountain Ave, Neepawa,
Thursdays at 7 pm. Call Don
204-856-9072 or Debbi 204-
352-4065

Arden Hall, cap. 255. Park,
camping and sports facilities,
rink, curling ice, kitchen and
lounge. Call 204-368-2202

Drug problem? Yellowhead
Narcotics Anonymous meets
Sundays at 7 pm, at the
Minnedosa Town Hall base-
ment.

Minnedosa Handivan 204-
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plicants to work on a bee farm
as an Apiary Technician in
Neepawa, MB. 12 applicants
from Feb 15 to November 15,
2027. Must be able to work
full time, including even-
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include: unwrapping/ wrap-
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nucs, feeding, medicating,
supering, pulling honey,
extracting crop, maintain/
assemble equipment, etc.
Positions are physically de-
manding and must be able to
handle heavy loads, work in a
fast-paced environment with
a combination of walking,
standing, bending, crouching
and kneeling for extended
periods. Positions are mostly
outdoors when hot and dusty,
wet/ damp. \$16.12 - \$24/
hour for 30-65 hours/week
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resume to: Mike Grysiuk
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s Charleston. Fall registration
starts Thursday, Sept. 10th,
4-7 pm, at Minnedosa Sun-
rise Credit Union Centre (127
6th ave NW). For further info
contact Crystal, cell 204-867-
2446 or home 204-867-3561.

Mountain Road Craft Sale:
Monday, Sept 7, 2026,
10:30am-2pm. Hwy 357.
Lunch available. Contact
204-841-1819

Auctions

Meyers Auctions & Apprais-
als. Call Brad at 368-2333.
www.meyersauctions.com

Tender

MORTGAGE SALE

The land and building known as 141 3rd Avenue NW,
Minnedosa, Manitoba, as described in Certificate of
Title No. 3188872/5 will be sold by public auction by a
Licensed Auctioneer on September 23rd, 2026, at 10:30
a.m.

The auction sale will be held by way of video or
teleconference.

There will be no in-person attendees at the auction.

In order to participate you must pre-register at least 24
hours prior to the auction by contacting Keith A. Senden
at either (204) 954-6455 or auctions@fillmoreriley.com.

The Vendor is informed that the property consists of
a one storey dwelling approximately 768 square feet
with living room, kitchen, dining room, one bathroom,
two bedrooms, with a partially finished basement and
a detached single car garage on a lot approximately 60
feet x 110 feet.

Realty taxes (excluding any accruing water charges) are
paid to December 31st, 2025.

Prior Charges: Nil.

TERMS OF SALE

A deposit of \$30,000.00 by way of certified cheque or
bank draft payable to Fillmore Riley LLP, or cash (the
cash component of the deposit not to exceed \$7,500.00),
and the balance according to conditions which will be
available electronically by contacting the individual below
prior to the auction. The property will be sold subject
to a Reserve Bid of \$184,000.00 plus such other
additional and incidental costs which may be incurred
by the Vendor from the 28th day of August, 2026 to
the date of auction and which costs will be announced
prior to the commencement of the sale.

The auction sale will be conducted pursuant to an
Order for Sale issued by the District Registrar. Certain
parties may be prohibited from purchasing the property,
including but not limited to, parties who by virtue of
their employment or relationship to a person involved
in the sale process would have special knowledge of
the circumstances pertaining to the sale. For more
information and a list of prohibited purchasers please
visit: www.teranetmanitoba.ca

Should the successful bidder have attended by
teleconference and/or video conference, the bidder will
have 24 hours to execute the Auction Sale Conditions
and to provide them together with the deposit to our
office as set out below.

Further information may be obtained from:
FILLMORE RILEY LLP
Barristers and Solicitors
1800-One Lombard Place
Winnipeg, MB R3B 2A3
File No. 435257-21/KAS/lj (lef)
Attention: Keith A. Senden
Phone: 204-954-6455
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Help Wanted

Beautiful Plains SCHOOL DIVISION

invites applications for the following position:

Permanent School Bus Driver – Route #1

- Transports students to and from the Carberry Schools
from an area west of Carberry.

See Division website for more details on this position at
www.bpsd.mb.ca
Click on Job Postings.

1 Full-time Technician Required

Successful applicants must be self motivated, outgoing
and friendly with the general public. A valid class 5 driver's
license is required.

Responsibilities include all types of automotive service
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Mechanical experience would be helpful but not necessary
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Apply in person or submit your resume to:



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Obituary

Salome Weber

Salome Weber passed away peacefully on
Wednesday, August 26th, 2026 at Neepawa Hospital in
her 69th year, of Gladstone, Manitoba.

Wife of Alvin Weber. Mother of Velina and Amos
Bauman, Joseph and Lena Weber, Titus and Nancy
Weber, Levi and Erla Weber, Benjamin and Minerva
Weber, Moses and Selema Weber, Louisa and Isaac
Brubacher, Martha and Osiah Martin, all of Gladstone,
Manitoba. Also remembered by 33 grandchildren.

Sister to Nancy and Amsey Bauman of Gladstone,
Manitoba, Minerva and Aaron Bauman of Val Gagne,
Ontario, Ervin and Lena Horst of Newton, Ontario,
Maryann and Noah Martin of Lucknow, Ontario, Elvina
and John Martin of Listowel, Ontario. Also remembered
by sister-in-law Velina Horst of Holyrood, Ontario.

Predeceased by her parents Edwin and Anna Horst
and one brother Noah Horst.

Friends called at the home of Alvin Weber on Thursday,
August 27th 6-8pm and Friday, August 28th 2-4pm and
6-8pm. A family service was held at the home Saturday,
August 29th 9:00am, followed by Westbourne Mennonite
Meetinghouse for further public service and burial in the
adjoining cemetery.

Arrangements entrusted to *Clarke's Funeral Home,*
Gladstone, Manitoba.

Tender

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Rolling River School Division
invites sealed tenders by the
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The tendered price must be current and include
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Fuel is to be delivered to School Division owned
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Lowest or any tender not necessarily accepted.

Submit sealed tenders (email is acceptable)

clearly marked "DIESEL TENDER" to be received
by **12:00 noon, Friday September 11 2026** to:

Cam Woodcock
Transportation Supervisor
Box 1170
Minnedosa, Manitoba R0J 1E0
Phone 204-867-2754 (ext. 1)
Fax 204-867-2037
cwoodcock@rrsd.mb.ca



Help Wanted



Technical Sales Specialist – Exports (Japan Market) (NOC 62100)
Location (On-Site): 623 Main St E, Neepawa, MB R0J 1H0
Number of Position(s): 1

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What we can offer you:

- Competitive annual salary of \$95,000.00
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- Company events
- And more!

Your days will include:

- Preparing quotations and sales documentation, including pricing, contract terms, delivery requirements, and sales agreements.
- Promoting sales to existing Japanese clients while identifying and developing new business opportunities within Japanese distribution channels.
- Assessing customer needs and recommending appropriate products and solutions based on customer requirements and market conditions.
- Developing reports, proposals, presentations, and supporting materials to communicate product benefits and sales opportunities.
- Representing HyLife in export sales activities and maintaining strong relationships with customers, distributors, and business partners in Japan.
- Conducting sales transactions, negotiating commercial agreements, and providing input into product specifications to ensure customer requirements are achieved.
- Providing ongoing customer support, resolving product and service-related issues, and supporting customer complaint investigations and corrective actions.
- Reviewing market conditions, competitor activity, product innovations, and emerging industry trends to support business growth and sales strategies.
- Advising customers on export requirements and regulatory considerations while ensuring compliance with customer and market expectations.
- Monitoring quality and production levels to ensure customer specifications are met, including supervising product fabrication and supporting meat quality improvement initiatives.
- Facilitating training on product specifications and requirements, supporting new product introductions, and working closely with Operations, Production, and Quality Assurance teams to ensure successful execution.
- Maintaining quality dashboards, conducting compliance audits, identifying opportunities for operational and sales improvements, and reporting on sales performance and business initiatives.
- Performing other related duties assigned.

To succeed in this role, you must possess:

- Bachelor's degree or equivalent experience in business/commerce, marketing, agriculture, agricultural operations and related sciences, or international and intercultural communication.
- 3–5 years of experience in Japanese export sales within the pork industry, customer relationship management, and quality assurance and control.
- Fluency in both English and Japanese is required.
- Experience working with Japanese clients or distribution channels
- Strong understanding of export sales processes and product specifications
- Knowledge of quality management systems and operational processes
- Strong analytical, reporting, and problem-solving skills
- Excellent communication, negotiation, and relationship-building abilities
- Proficiency in Microsoft Office and data tracking systems
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Quick Facts:

- Culturally diverse – employ people from all over the world
- Fully integrated facility –Feed Mills, Barns, Transportation, and Production Plant
- 2500+ employees worldwide
- We Care about our employees, communities, customers, animals, and the environment

Ways to apply:

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For inquiries contact: Phone: 204.476.3393

HyLife has an accommodation process for employees with disabilities. If you require a specific accommodation during your employment because of a disability, please contact Jobs@hylife.com. An HR representative will be in touch with you as soon as possible. Reasonable accommodations will be determined on a case-by-case basis and our accommodation policy can be forwarded upon request.

Take the first step towards an exciting career with HyLife - submit your resume today!

We thank all applicants; however, only those selected for further consideration will be contacted.



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Freezerco Inc.

A subsidiary of HyLife Ltd.
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Hog Receiving Barn Worker (NOC85100)

Why join our team?

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Quick Facts:

- Culturally diverse – employ people from all over the world
- Fully integrated facility –Feed Mills, Barns, Transportation, and Production Plant
- 2500+ employees worldwide
- We Care about our employees, communities, customers, animals, and our environment

What we can offer you:

- Competitive Wage
- Vacation: 10 working days of paid vacation
- Comprehensive Benefits package – health coverage, dental plan, vision care, long-term disability, and pension plan
- Permanent full-time employment (74-80 hours per bi-weekly)
- PM Shift Premium
- Full training, with genuine opportunities for career progression
- Employee Referral program - \$500!
- Free parking
- Company events
- And more!!!!

Job duties include:

- Receiving and unloading hog deliveries.
- Sorting hogs into appropriate receiving pens.
- Ensuring humane and safe handling of hogs in our facility.
- Completing hog receiving documents to CFIA standards.
- Scraping trailers.
- Working outdoors and in a barn environment.

To excel in this role, you should possess:

- Respect for animal welfare, food safety, and workplace safety. Knowledge of animal behavior is an asset.
- Capable of working in diverse environments, including exposure to varying temperatures, humidity, and odors
- 1 to 7 months of experience working with livestock.
- Fit and capable of working in a physically demanding role. Capable of bending, lifting, and crawling
- Completion of Secondary school or equivalent experience
- Capable of repetitive manual tasks
- Able to effectively communicate in English
- At least 18 years old to meet the minimum age requirement

FreezerCo Inc. is committed to providing equal employment opportunities to all applicants, including Indigenous Peoples, newcomers to Canada, youth, older workers, veterans, and members of visible minority groups.

Ways to apply:

Online at <http://hylife.com/careers/> or mail to PO Box 10,000, 106 Mill St., Neepawa, MB R0J 1H0.
Fax to: 204.476.3791 | Email to: jobs@hylife.com | In Person at 623 Main St. E, Neepawa, MB R0J 1H0
For inquiries contact: Phone: 204.476.3393

Business Address: Freezerco Inc. 106 Mill St. East, Neepawa, MB R0J 1H0

FreezerCo Inc. has an accommodation process for employees with disabilities. If you require accommodation during the recruitment or employment process because of a disability, please contact jobs@hylife.com. An HR representative will work with you to determine reasonable accommodations on a case-by-case basis. Our accommodation policy is available upon request.

Join FreezerCo Inc. and start building your future today.

We thank all applicants, however, only those under consideration will be contacted



@HyLifeLTD



@hylifeld



@HyLife



Industrial Butcher (NOC 94141)

Why join our team?

HyLife is a global leader in food processing, with a vision to be the best food company in the world. To achieve this, we are currently expanding our team and have exciting career opportunities at 623 Main St. Neepawa, MB. We are actively seeking to fill 100 positions.

The current starting wage is \$17.95/hour with incremental increases to \$26.10/hour based on tenure as per our Collective Agreement

Quick Facts:

- Culturally diverse – employ people from all over the world
- Fully integrated facility –Feed Mills, Barns, Transportation, and Production Plant
- 2500+ employees worldwide
- We Care about our employees, communities, customers, animals, and our environment

What we can offer you:

- Competitive Wage
- Vacation: 10 working days of paid vacation as per our collective bargaining agreement
- Comprehensive Benefits package – health coverage, dental plan, vision care, long-term disability, and pension plan
- Permanent full-time employment (74-80 hours per bi-weekly)
- PM Shift Premium
- Full training, with genuine opportunities for career progression
- Employee Referral program - \$500!
- Free parking
- Company events
- And more!!!!

Your duties may include:

- Slaughter, eviscerate, and mark hogs for further processing;
- Debone edible parts and remove inedible organs for parts;
- Cut pork carcasses into primal cuts for further processing, cutting, or packaging for local, national, and international premium markets.

We are looking for people who are:

- Fit and capable of working in a physically demanding role
- Capable of repetitive manual tasks and standing for long periods of time
- Open to working in colder/warmer environments
- Minimum of one (1) to seven (7) months experience in meat cutting or slaughter or completed a program in Industrial Meat cutting
- Completion of Secondary school or equivalent experience
- Able to effectively communicate in English

HyLife is dedicated to promoting equal employment opportunities for all job applicants, including those who identify as a member of the following groups: Indigenous people, Newcomers to Canada, Older workers, Veterans, Youth, and Visible minorities.

Ways to apply:

Online at <http://hylife.com/careers/> or mail to PO Box 10,000, 623 Main St E, Neepawa, MB R0J 1H0.
Fax to: 204.476.3791 | Email to: jobs@hylife.com | In Person at 623 Main ST. E, Neepawa, MB R0J 1H0

For inquiries contact: Phone: 204.476.3393

HyLife has an accommodation process for employees with disabilities. If you require a specific accommodation during your employment because of a disability, please contact Jobs@hylife.com. An HR representative will be in touch with you as soon as possible. Reasonable accommodations will be determined on a case-by-case basis and our accommodation policy can be forwarded upon request.

Be a part of the HyLife experience – your journey starts here!

We thank all applicants, however, only those under consideration will be contacted



@HyLifeLTD



@hylifeld



@HyLife



www.neepawabanner.com

Thank you for reading
the Neepawa
Banner & Press

REMINDER

**Ad DEADLINE
TUESDAY NOON**

Notice



NOTICE OF NOMINATIONS

Municipality of WestLake-Gladstone

NOTICE IS HEREBY GIVEN that on the following days:

Wednesday, September 16, 2026, Thursday, September 17, 2026, Friday, September 18, 2026, Monday, September 21, 2026 and Tuesday, September 22, 2026

between the hours of 8:30 a.m. and 4:30 p.m. at the following location:

**Municipality of WestLake-Gladstone office,
14 Dennis St E, Gladstone MB.**

I (or my designee) will receive nominations for the offices of:

**Mayor and
6 Councillors at Large**

of the aforesaid Local Authority.

The nomination deadline is Tuesday, September 22, 2026 at 4:30 p.m. **Nominations cannot be accepted after this day.**

All nominations shall be made in writing and shall be signed by at least twenty-five voters, or NOT less than 1% of the voters (whichever is the lesser) of the authority or ward (as the case may be), but in all cases by at least two voters. Each nomination shall also be accompanied by the candidate's declaration of qualification.

Nominations may be filed in person at the above location, on the date and hours specified, by an agent, or by email. To obtain a nomination paper, and / or candidate's declaration of qualification, contact the SEO at the telephone number listed below.

Nomination papers not accompanied by the required documents and not properly filed shall be rejected.

Eileen Peters
Senior Election Official
Municipality of WestLake-Gladstone
Phone 204-871-4495
seo@westlake-gladstone.ca

Dated at Gladstone, MB on August 27, 2026.

PUBLIC NOTICE

RURAL MUNICIPALITY OF ROSEDALE

BOARD OF REVISION

Public notice is hereby given that the 2027 preliminary Assessment Roll of the Rural Municipality of Rosedale has been delivered to the Municipal Office at 282 Hamilton Street, Neepawa, MB, and will be open for inspection during regular business hours. Applications for revision may be in accordance with sections 42 and 43 of the Municipal Assessment Act

APPLICATION FOR REVISION:

42(1) A person in whose name property has been assessed, a mortgagee in possession of property under subsection 114(1) of The Real Property Act, an occupier of premises who is required under the terms of a lease to pay the taxes on the property, the authorized agent of the person, mortgagee or occupier, or the assessor may make application for the revision of an assessment roll with respect to the following matters:

- (a) liability to taxation;
- (b) amount of an assessed value;
- (c) classification of property;
- (d) a refusal by an assessor to amend the assessment roll under subsection 13(2).

APPLICATION REQUIREMENTS:

43(1) An application for revision must

- (a) be made in writing;
- (b) set out the roll number and legal description of the assessable property for which a revision is sought;
- (c) set out which of the matters referred to in subsection 42(1) are at issue, and the grounds for each of those matters; and
- (d) be filed by
 - (i) delivering it or causing it to be delivered to the office indicated in the public notice given under subsection 41(2), or
 - (ii) serving it upon the secretary,

at least 15 days before the scheduled sitting date of the board as indicated in the public notice.

The Board of Revision will sit on **Friday, October 9, 2026 at 10:30 am** in the Council Chambers of the Rural Municipality of Rosedale to hear applications.

Applications for revision must be received by the Secretary of the Board by 4:00 p.m., Wednesday, September 23rd, 2026.

Dated this 18th day of August 2026

Jordan Willner, Secretary
Board of Revision, RM of Rosedale
Box 100 Neepawa, Manitoba R0J 1H0

PUBLIC NOTICE

RURAL MUNICIPALITY OF MINTO-ODANAH

BOARD OF REVISION

Public Notice is hereby given that the 2027 Assessment Roll for the Rural Municipality of Minto-Odanah has been delivered to the Municipal Office at 49 Main Street, Minnedosa, MB. and is open for inspection during regular business hours. Applications for revision may be made in accordance with sections 42 & 43 of the Municipal Assessment Act.

APPLICATION FOR REVISION

42(1) A person in whose name property has been assessed, a mortgagee in possession of property under section 114(1) of The Real Property Act, an occupier of premises who is required under the terms of a lease to pay the taxes on the property, the authorized agent of the person, mortgagee or occupier, or the assessor may make application for the revision of an assessment roll with respect to the following matters:

- a) liability to taxation;
- b) amount of an assessed value;
- c) classification of property;
- d) a refusal by an assessor to amend the assessment roll under subsection 13(2)

APPLICATION REQUIREMENTS

43(1) An application for revision must:

- a) be made in writing;
- b) set out the roll number and legal description of the assessable property for which a revision is sought;
- c) set out which of the matters referred to in subsection 42(1) are at issue, and the grounds for each of those matters; and
- d) be filed by
 - i) delivering it or causing it to be delivered to the office indicated in the public notice given under subsection 41(2), or
 - ii) serving it upon the secretary,

at least 15 days before the scheduled sitting date of the board as indicated in the public notice.

The Board of Revision will sit on October 8, 2026 at 10:00 a.m. in the council chambers of the Rural Municipality of Minto-Odanah to hear applications.

Application for revision or complaints must be received by **4:30 p.m., Tuesday, September 22, 2026**, delivered or mailed to:

**Rural Municipality of Minto-Odanah
49 Main Street
Box 1197
Minnedosa, Manitoba
R0J 1E0
Aaren Robertson – Secretary**



NOTICE OF NOMINATIONS

THE RURAL MUNICIPALITY OF ALONSA

NOTICE IS HEREBY GIVEN that on the following days:

SEPTEMBER 16, 2026, to SEPTEMBER 22, 2026

Between the hours of 8:30 A.M. to 4:30 P.M. at the following location:

Alonsa Municipal Office - #20 Railway Avenue, Alonsa, MB R0H 0A0

I will receive nominations for the offices of:

**Reeve
Ward 1 Councillor
Ward 2 Councillor
Ward 3 Councillor
Ward 4 Councillor
Ward 5 Councillor
Ward 6 Councillor
Local Urban District of Alonsa – 3 Committee Members
Local Urban District of Amaranth – 3 Committee Members**

The Nomination Deadline is: Tuesday, September 22nd, 2026, at 4:30 P.M. Nominations cannot be accepted after this day.

All nominations shall be made in writing and shall be signed by at least twenty-five voters, or NOT less than 1% of the voters (whichever is the lesser) of the authority or the ward (as the case may be), but in all cases by at least two voters. Each nomination shall also be accompanied by the candidate's declaration of qualification.

Nominations may be filed in person at the above location, on the date and hours specified, by an agent, or by email. To obtain a nomination paper, and / or candidate's declaration of qualification, contact the SEO at the telephone number listed below.

Nomination papers not accompanied by the required documents and not properly filed shall be rejected.

Leslie Campbell
(204) 767-2054
Fax: (204) 767-2044
info@rmofalonsa.com

DATED at the Rural Municipality of Alonsa Municipal Office on August 26, 2026.

Leslie Campbell
Rural Municipality of Alonsa
Senior Election Official (SEO)



PUBLIC NOTICE

MUNICIPALITY OF NORTH NORFOLK

BOARD OF REVISION

Public Notice is hereby given that the 2026 General Assessment Roll of the Municipality of North Norfolk has been deposited with the Chief Administrative Officer and is open for public inspection at the Municipal Office at MacGregor, Manitoba during regular business hours. Applications for revision may be made in accordance with Sections 42 and 43 of the Assessment Act:

APPLICATION FOR REVISION

42 (1) A person in whose name property has been assessed, a mortgagee in possession of property under Section 114(1) of The Real Property Act, an occupier of premises who is required under the terms of lease to pay the taxes on the property, or the assessor may make application for the revision of an assessment roll with respect to:

- a) liability to taxation;
- b) amount of an assessed value;
- c) classification of property; or,
- d) a refusal by an assessor to amend the assessment roll, under Subsection 13(2).

APPLICATION REQUIREMENTS:

43 (1) An Application for Revision must:

- a) be made in writing within 30 days after the mailing date of the supplementary tax notice;
- b) set out the roll number and legal description of the assessable property for which a revision is sought;
- c) set out which of the matters referred to in subsection 42(1) are at issue, and the grounds for each of those matters; and,
- d) be filed by;
 - I) delivering it or causing it to be delivered to the Municipal Office, 27 Hampton Street East, P.O. Box 190, MacGregor, Manitoba; or,
 - II) serving it upon the Chief Administrative Officer,

at least 15 days before the scheduled sitting date of the Board as indicated below. **The ratepayer is responsible for confirming that any appeals sent electronically are received by our office.**

The Board of Revision of the Municipality of North Norfolk will sit to consider applications for revision of assessment at:

**THE COUNCIL CHAMBER AT MACGREGOR, MANITOBA
ON WEDNESDAY, THE 14TH DAY OF OCTOBER, A.D. 2026,
AT THE HOUR OF 9:30 A.M.**

Dated at MacGregor, Manitoba, this 10th day of August 2026.

Theresa Bergen, CMMA.
Chief Administrative Officer
Municipality of North Norfolk
27 Hampton Street East P.O. Box 190
MacGregor, Manitoba R0H 0R0
Email: office@northnorfolk.ca

NOTE: THE LAST DAY FOR RECEIVING COMPLAINTS AT THE MUNICIPAL OFFICE IS MONDAY, SEPTEMBER 28th, 2026, at 4:30 p.m.



Rolling River School Division

NOTICE OF VOTERS LIST / PERSONAL SECURITY PROTECTION

Notice is hereby given that a copy of the ROLLING RIVER SCHOOL DIVISION VOTERS LIST may be revised at:

Rolling River School Division Administration Office, 36 Armitage Avenue, Minnedosa, MB on September 16th to 22nd, 2026 between the hours of 9:00 a.m. and 4:00 p.m.

At this time the Senior Election Official will be available to update the voters list by:

- (a) adding the names of voters who are entitled to have their names on the list;
- (b) deleting the names of persons who are not entitled to have their names on the list; and
- (c) making such other correction of errors to the list as required.

SCHOOL TRUSTEE ELECTION VOTER ELIGIBILITY:

A person is eligible to have his or her name added to the ROLLING RIVER SCHOOL DIVISION VOTERS LIST if he or she is:

- 1) a Canadian citizen and at least 18 years of age on election day; and
- 2) a resident of the Rolling River School Division for at least six months prior to election day

APPLICATION FOR PERSONAL SECURITY PROTECTION:

A voter may apply in writing to the Senior Election Official (at the address / fax number below) no later than September 22nd, 2026 at 4:00 p.m. to have his/her name and other personal information omitted or obscured from the voters list in order to protect the voter's personal security. The application may be submitted in person, by mail or fax and must include your name, address and include proof of identity.

All changes to the voters list must be completed on or before September 22nd, 2026

Dated at Minnedosa in the Province of Manitoba, on August 31, 2026.

Jean Garbolinsky Senior Election Official Rolling River School Division 36 Armitage Avenue Box 1170 Minnedosa, MB R0J 1E0	jgarbolinsky@rrsd.mb.ca (Work) 204-867-2754 (Cell) 204-868-0104 (Fax) 204-867-2037
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Thank you for reading
the Neepawa Banner & Press

CLASSIFIED Ad DEADLINE
TUESDAY NOON
Cancellations and corrections
only within business hours and
corresponding deadlines.

**Rolling River School Division****NOTICE OF NOMINATIONS**

NOTICE IS HEREBY GIVEN that on the following days:

September 16th to September 22nd, 2026
between the hours of

9:00am to 12:00 noon and 1:00pm to 4:00pm
at the

Rolling River School Division Administration Office
36 Armitage Avenue, Minnedosa, MB

I will receive nominations for the offices of
SCHOOL BOARD TRUSTEE FOR WARDS 1,2,3,4,5
of the ROLLING RIVER SCHOOL DIVISION

The nomination deadline is **September 22nd, 2026 at 4:00 p.m.**

Nominations cannot be accepted after this day.

All nominations shall be made in writing and shall be signed by at least twenty-five voters, or NOT less than 1% of the voters (whichever is the lesser) of the authority or ward (as the case may be), but in all cases by at least two voters. Each nomination shall also be accompanied by the candidate's declaration of qualification.

Nominations may be filed in person at the above location, on the date and hours specified, by an agent, or by fax.

To obtain a nomination paper, and / or candidate's declaration of qualification, contact the Senior Election Official at the telephone number listed below.

Nomination papers not accompanied by the required documents and not properly filed shall be rejected.

Jean Garbolinsky jgarbolinsky@rrsd.mb.ca
Senior Election Official (Work) 204-867-2754
Rolling River School Division (Cell) 204-868-0104
36 Armitage Avenue (Fax) 204-867-2037
Box 1170
Minnedosa, MB R0J 1E0

Dated at Minnedosa in the Province of Manitoba on August 31st, 2026

Notice**NOTICE OF NOMINATIONS**
Municipality of McCreary

NOTICE IS HEREBY GIVEN that on the following days:
September 16th, 17th, 18th, 21st & 22nd, 2026 between
the hours of 8:00 am and 4:00 pm at the Municipality of
McCreary Office.

I will receive nominations for the offices of **Reeve and Councillors** of the aforesaid Local Authority.

The nomination deadline is **Tuesday, September 22, 2026, at 4:00 pm.** Nominations cannot be accepted after this day.

All nominations shall be made in writing and shall be signed by at least twenty-five voters, or NOT less than 1% of the voters (whichever is the lesser) of the authority or ward (as the case may be), but in all cases by at least two voters. Each nomination shall also be accompanied by the candidate's declaration of qualification.

Nominations must be filed in person at the above location, on the date and hours specified. To obtain a nomination paper, and / or candidate's declaration of qualification, contact the SEO at the telephone number listed below.

Nomination papers not accompanied by the required documents and not properly filed shall be rejected.

Lorilee Ryzner
Senior Election Official (SEO)
Phone: 204-835-2309
Email: municipality@mccreary.ca

Dated at McCreary in the Province of Manitoba this 27th day of August 2026

In Memory**Peter Leslie Clark**

11 May 1946 -
31 August 2022

*"You left me with Beautiful Memories
Your Love is still my Guide
and though I cannot see You,
Your Always By My Side"*

"Rescue" That Others May Live

Your Wife: Elizabeth (Libbi) Clark
Daughter: Stacy Ohlssen
Family and Friends
Para Rescue Association of Canada



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AND
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URGENT PRESS RELEASES - Have a newsworthy item to announce? An exciting change in operations? Though we cannot guarantee publication, MCNA will get the information into the right hands for ONLY \$35.00 + GST/HST. Call MCNA (204) 947-1691 for more information. See www.mcna.com under the "Types of Advertising" tab for more details.

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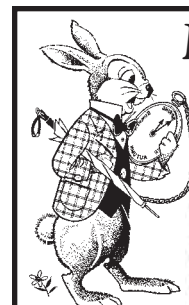
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Advertising Deadline:

12 (noon) Tuesday

Banner & Press

Notice**Notice****NOTICE OF NOMINATIONS**
RURAL MUNICIPALITY OF MINTO-ODANAH

NOTICE IS HEREBY GIVEN that on the following days:

September 16th, 17th, 18th, 21st & 22nd, 2026

between the hours of 8:30 a.m. and 4:30 p.m., at the following location:

Rural Municipality of Minto-Odanah,
49 Main Street S, Minnedosa, Manitoba,

I will receive nominations for the offices of:

REEVE
and
FOUR COUNCILLORS

of the aforesaid Local Authority.

The nomination deadline is Tuesday, September 22nd, 2026 at 4:30 p.m.. Nominations cannot be accepted after this day.

All nominations shall be made in writing and shall be signed by at least twenty-five voters, or NOT less than 1% of the voters (whichever is the lesser) of the authority or ward (as the case may be), but in all cases by at least two voters. Each nomination shall also be accompanied by the candidate's declaration of qualification.

Nominations must be filed in person, at the above location, on the date and hours specified. To obtain a nomination paper, and candidate's declaration of qualification, contact the S.E.O. at the above address or the telephone number listed below.

Nomination papers not accompanied by the required documents and not properly filed shall be rejected.

Aaren Robertson, S.E.O.
Phone: (204) 867-3282

Dated at Minnedosa in the Province of Manitoba, this 28th day of August, 2026.

Aaren Robertson, Senior Election Official
Rural Municipality of Minto-Odanah

Advertise Here

**If you are reading this,
so are your
potential customers!**

**Contact us at
204-476-3401
for advertising information**

NOTICE OF PUBLIC AUCTION
SALE OF LANDS FOR ARREARS OF TAXES
RURAL MUNICIPALITY OF ROSEDALE

Pursuant to subsection 367(7) of The Municipal Act, notice is hereby given that unless the tax arrears for the designated year and costs in respect of the hereinafter described properties are paid in full to the Municipality prior to the commencement of the auction, the Municipality will on the **1st day of October, 2026, at the hour of 02:00 PM**, at Rural Municipality of Rosedale, 282 Hamilton Street, Neepawa, Manitoba, proceed to sell by public auction the following described properties:

Roll Number	Description	Assessed Value	Amount of Arrears & Costs for Which Property May be Offered for Sale (the "Arrears")
4400	AT FRANKLIN AND BEING: LOT 8 PLAN 394 NLTO EXCEPTING THEREOUT ALL MINES AND MINERALS VESTED IN THE CROWN (MANITOBA) BY THE REAL PROPERTY ACT IN SE 1/4 6-15-16 WPM - 16 KERR ST, FRANKLIN	L -\$1,100 B -\$103,400	\$4608.10
28300	PARCELS 'A' AND 'B' PLAN 23553 NLTO EXC: ALL MINES AND MINERALS IN TRANSFER 89-1025 NLTO IN NW 1/4 10-18-15 WPM, PARCEL TWO: LOTS 1 TO 24, BOTH INCLUSIVE, BLOCK 8 PLAN 410 NLTO IN NW 1/4 10-18-15 WPM - 103135 PTH 5, RIDING MOUNTAIN	L -\$25,300 B -\$142,500	\$12,940.00
39700	AT KELWOOD AND BEING: LOTS 3 TO 8, BOTH INCLUSIVE, BLOCK 4 PLAN 428 NLTO SUBJECT TO SPECIAL RESERVATIONS AS TO MINES MINERALS AND OTHER MATTERS AS PARTICULARLY DEFINED IN THE ORIGINAL GRANT FROM THE CROWN IN NW 1/4 11-19-15 WPM - 14 MAIN ST, KELWOOD	L -\$4,700 B -\$3,700	\$2583.79
201700	THE SE 1/4 OF SECTION 14-19-15 WPM SUBJECT TO SPECIAL RESERVATIONS AS TO MINES MINERALS AND OTHER MATTERS AS PARTICULARLY DEFINED IN THE ORIGINAL GRANT FROM THE CROWN - 85061 ROAD 110 N	L -\$168,400 B -\$131,800	\$9,319.56

The tax sale is subject to the following terms and conditions with respect to each property:

- The Municipality may exercise its right to set a reserve bid in the amount of the arrears and costs for any property.
- The Municipality makes no representations or warranties whatsoever concerning the properties being sold.
- If the purchaser intends to bid by proxy, a letter of authorization must be provided prior to the start of the auction.
- The successful purchaser must bring to the auction and pay to the RURAL MUNICIPALITY OF ROSEDALE a non-refundable deposit (the "Deposit") in **cash, certified cheque or bank draft** in the amount of:
 - i) The Arrears for the property PLUS
 - ii) If the property is non-residential property, GST (5% of the Arrears) or, if the purchaser is a GST registrant, provide a GST Declaration PLUS
 - iii) A fee of \$504.00 for preparation of the transfer of title documents.
- The successful bid + GST + \$504 is the "Purchase Price".
- If the Purchase Price is greater than the Deposit, the balance must be paid within 20 days of the sale.
- If the Purchase Price is less than the Deposit, the excess will be refunded to the purchaser within 5 days of the sale.
- In addition to the Purchase Price, any property taxes issued, but not yet due, and any unpaid municipal utilities must be paid by the purchaser within 20 days of the sale.
- The purchaser will be responsible for registering the transfer of title documents in the land titles office, including the registration costs and land transfer tax, if any.
- The risk for the property lies with the purchaser immediately following the auction.
- The purchaser is responsible for obtaining vacant possession.

Dated this 25th day of August, 2026.

Managed by:



Jordan Willner, CMMA
Chief Administrative Officer
RURAL MUNICIPALITY OF ROSEDALE
Phone: (204) 476-5414
Fax: (204) 476-5431

Manitoba Transportation and Highways explain plan for Neepawa

By Ken Waddell
NEEPAWA BANNER & PRESS

Last week, I asked the following questions about some highways issues in the east end of Neepawa. Here are the questions and the answers. While I appreciate the answers and the logic to some extent, I think they are seeing the situation very differently than the citizens of Neepawa see the issues.

Here's the questions and the answers attributed to a provincial spokesperson

Question #1: There is considerable local concern about the proposed closure of the junction of Broadway and Hwy. 16 in Neepawa. Those concerns include restricted and convoluted access to the Neepawa Golf Course, to approx. 50 homes and the Riverbend Campground. Can I get an explanation of that decision for our readers?

Answer: As development occurs adjacent to provincial highways,



From top left clockwise: the junction of Highway # 16 and Broadway. Highway #16 near the Hylife Pork processing facility, the Hamilton Street Bridge and the Highway #16 Bridge near Neepawa.

PHOTOS BY EOIN DEVEREUX

Manitoba Transportation and Infrastructure (MTI) carefully manages highway access to maintain safe and efficient traffic operations. Traffic studies identified increasing turning movements and access conflicts at the Broad-

way Avenue intersection, which would require significant future improvements. To enhance safety and support access to key regional services such as the hospital and new vocational high school, the department developed a

new strategic intersection with the necessary turning-lane improvements and recommends closing the Broadway Avenue connection to Provincial Trunk Highway (PTH) 16. The proximity of the Whitemud River also limits long-term options for improving the existing intersection and managing additional local traffic growth. While there will be impacts to local road users, the department will work with nearby property owners, including the golf course and campground, on highway signage to help direct visitors.

Question #2: In the past, the Town of Neepawa has requested that the speed limit on Hwy. 16 between Hylife hog processing plant and Neepawa be reduced. The re is concern is about the 1,600 plus employees at the plant turning in and out of the plant plus many trucks accessing the plant, it it would seem to make sense to reduce the speed limit on the section. May we get an update on that please?

Answer: MTI conducted a review of speed limits for PTH 16 east of Neepawa in 2023 and

concluded that no changes in speed limits were warranted. The department is planning a subsequent review once the new hospital and high school are open and operating, and the local road development is completed, including the east-west collector from Neepawa Road to Broadway Ave.

Question #3: Near the junction of Broadway and Hwy. 16 there is a bridge across the Whitemud River on Hwy 16. When was that bridge built and what is the current condition? What is the life expectancy of that bridge?

Answer: The Whitemud River bridge on PTH 16 was constructed in 1959 and rehabilitated in 1984. While bridges do not have a fixed service life, the structure is regularly monitored and assessed to ensure safe operations.

Question #4: On Hamilton Street there is a bridge near the Riverbend camp ground. When was that bridge built and what is the current condition? What is the life expectancy of that bridge?

Answer: The Hamilton Street bridge is a municipal asset owned and managed by the Town of Neepawa. It is not part of MTI's bridge inventory.

Notice



NOTICE OF NOMINATIONS RURAL MUNICIPALITY OF ROSEDALE & LUD OF KELWOOD

NOTICE IS HEREBY GIVEN that on the following days:
September 16th, 17th, 18th, 21st and 22nd, 2026 between
the hours of 8:30 am to 4:30 pm at the following location:
**Rural Municipality of Rosedale Office
282 Hamilton Street, Neepawa, Manitoba**

I will receive nominations for the offices of:

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Councillor - Ward 1
Councillor - Ward 2
Councillor - Ward 3
Councillor - Ward 4
Councillor - Ward 5
Councillor - Ward 6
LUD of Kelwood Committee - Three Members
of the aforesaid Local Authority.

The nomination deadline is Tuesday, September 22nd, 2026 at 4:30 pm. Nominations cannot be accepted after this day.

All nominations shall be made in writing and shall be signed by at least 25 voters, or NOT less than 1% of the voters (whichever is the lesser) of the authority or ward (as the case may be), but in all cases by at least two voters. Each nomination shall be accompanied by the candidate's declaration of qualification.

Nominations may be filed in person at the above location, on the date and hours specified, by an official agent, or by fax. To obtain a nomination paper, and/or candidate's declaration of qualification, contact the S.E.O. at the telephone number listed below.

Nomination papers not accompanied by the required documents and not properly filed shall be rejected.

Jordan Willner
Senior Election Official
Rural Municipality of Rosedale
Admin@RMRosedale.com
Telephone Number: 204-476-5414
Fax Number: 204-476-5431

Dated at the Town of Neepawa in the Province of Manitoba, this 20th day of August, 2026

NOTICE OF NOMINATIONS TOWN OF NEEPAWA

NOTICE IS HEREBY GIVEN that on the following days:
SEPTEMBER 16, 17, 18 and 21 & 22, 2026
Between the hours of 9:00 a.m. to 4:00 p.m.
at the Town of Neepawa Civic Admin.
Office, 275 Hamilton St, Neepawa, MB,
I will receive nominations for the offices of
MAYOR and COUNCILLORS of the
aforesaid Local Authority.

**The nomination deadline is Tuesday,
September 22, 2026 at 4:00 p.m.**
Nominations cannot be accepted after this day.

All nominations shall be made in writing and shall be signed by at least twenty-five voters of the local authority. Each nomination shall also be accompanied by the candidate's declaration of qualification.

Nominations must be filed **IN PERSON** at the above location, on the date and hours specified, by the candidate or an official agent. To obtain a nomination paper, and/or candidate's declaration of qualification, contact the S.E.O. at the telephone number or e-mail listed below.

Nomination papers not accompanied by the required documents, and not properly filed shall be rejected.

Colleen Synchysyn
Senior Election Official
Town of Neepawa Ph: (204) 476-7603
E-Mail: cao@neepawa.ca


Dated at the Town of Neepawa on August 26, 2026

Hello again, class of '76!

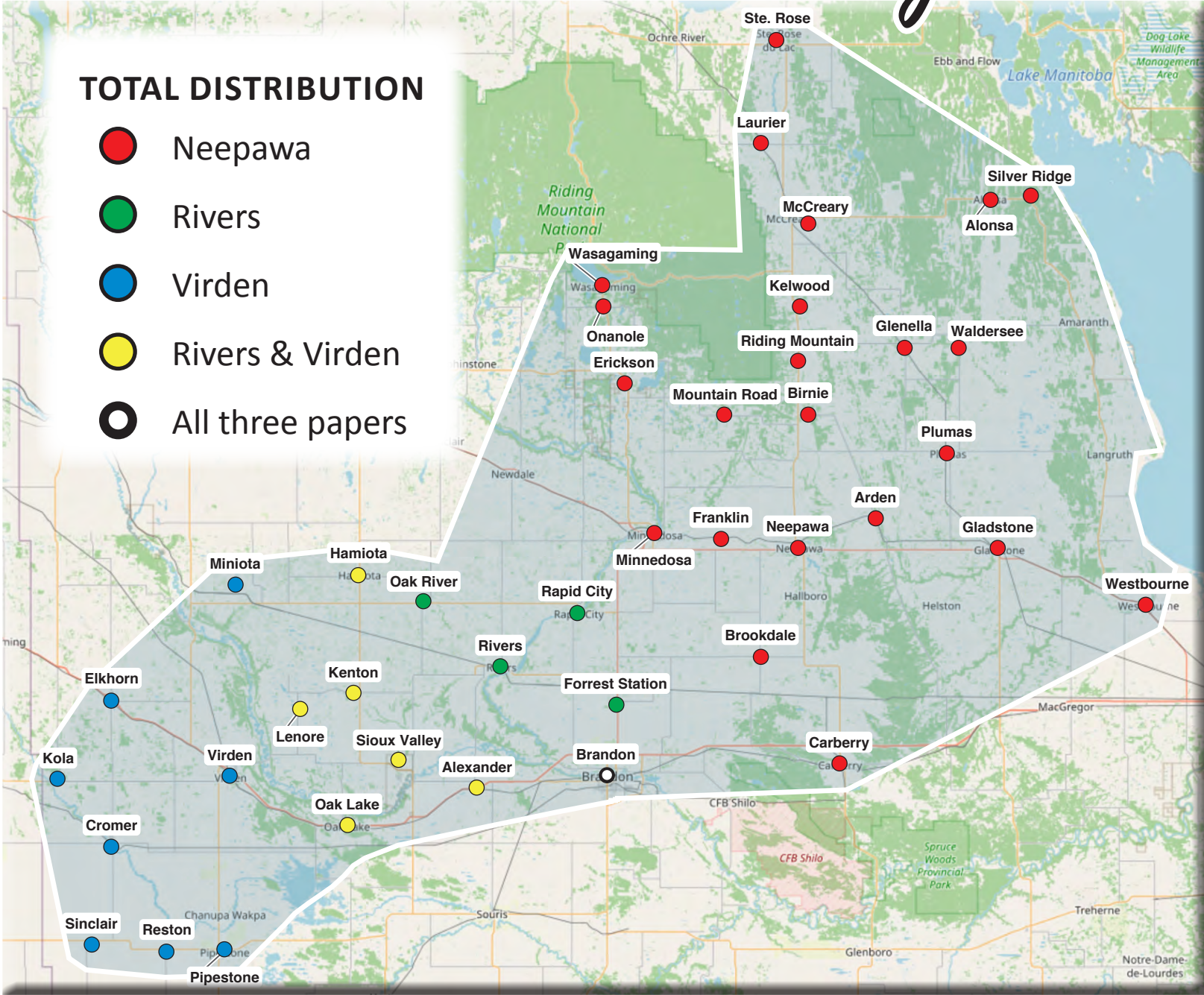


SUBMITTED PHOTO

Gladstone's WMCI Class of 1976 held a spontaneous 50-year reunion at the Gladstone Golf and Country Club on August 29. Attendees included: Cheryl Ferguson, John Michalski, Joanne (Spek) Doell, Louise (Radford) Schellenberg, Gary Boden (teacher), Penny (Shelestynski) Rogers, Terry Fehr, Jeff Mowat, Randy Fehr, Cindy (Blair) Adamson, Karen (Pohl) Lough, Don Kinley, Lynn (Sigurdson) Watson, and Donna Moore.

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Celebrating National Trucking Week



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Many goods move throughout Manitoba, and Canada as a whole, by truck. National Trucking Week is held each year to show appreciation to those working in the trucking industry to make sure those items get to where they need to go! Inside this special edition, readers can become acquainted with industry statistics, the 2025 'Top Fleet Employers', and more.

Clair Wohlgemuth
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National Trucking Week - Sept. 6 to 12, 2026

Acknowledgements and well wishes for National Trucking Week

Jodie Byram Agassiz MLA

If you live in rural Manitoba, you know the importance of trucking. Every day, trucks travel our highways carrying grain, livestock, fuel, equipment, food and countless other products that keep our communities and economy moving.

Trucking is much more than an industry—it is an essential part of Manitoba's economy and way of life. Thousands of Manitobans work in truck transportation, while many more work in the businesses that support the industry.

Here in Manitoba, we see that contribution firsthand. Our trucking companies and drivers connect farms and rural businesses to Winnipeg, the rest of Canada and markets around the world.

Behind every truck is a person who works long hours, spends time away from family and faces challenging road and weather conditions to get the job done.

So during Trucker Appreciation Week, let's recognize the drivers, mechanics, dispatchers,



trucking companies and families who keep Manitoba moving.

Thank you to Manitoba's trucking community. Your hard work keeps our farms, businesses and communities connected—and our province moving forward.

Greg Nesbitt Riding Mountain MLA

Every day, while most of us go about our routines, thousands of truck drivers are on the road, working long hours to keep our communities moving. From food and medicine to building materials, clothing, machinery, and countless other goods, almost everything we use depends in some way on trucking. For this reason, trucking deserves our respect and recognition.

Truck drivers do much more than simply transport cargo from one place to another. They are an essential part of the economy and a vital link between manufacturers, businesses, farmers, stores, and consumers. When a truck arrives at a warehouse, a construction site, or a local store, it represents the final step in a much larger supply chain that keeps our society functioning.

Life on the road is not always easy. Truck drivers often spend long hours behind the wheel and may be away from their families for days or weeks at a time. They deal with traffic, changing weather conditions, difficult roads, tight schedules, and the responsibility of operating large vehicles safely. Despite these challenges, professional drivers continue to deliver their loads safely and reliably.

Trucking also requires skill, patience, and professionalism. Drivers must understand road safety, vehicle handling, cargo security, and transportation regulations. They must remain alert and make responsible decisions, often under demanding circumstances. Their work requires not only physical endurance but also concentration and dedication.

The importance of truck drivers becomes especially clear during emergencies. Whether responding to natural disasters, shortages, or other crises, truckers help deliver essential supplies when people need them most. Their ability to keep goods moving can make a tremendous difference to communities.

Behind every truck driver is also a family making sacrifices. Spouses, children, parents, and loved ones often spend time apart from the driver they care



about. Their patience and support are an important part of the trucking story.

So today, we salute the men and women of trucking. We salute their hard work, long hours, professionalism, courage, and commitment to keeping North America moving. The next time you see a truck on the highway, remember that the person behind the wheel is doing a job that affects all of us.

To every truck driver: thank you for keeping the wheels turning and the world moving. This is our salute to trucking!

Brent Arnold Manitoba Trucking Association President

On behalf of the Board of Directors of the Manitoba Trucking Association, it is my pleasure to wish you all a safe, happy, and healthy National Trucking Week!

National Trucking Week is an opportunity for our industry members and partners to reflect on the value that the trucking industry brings to our lives. For those of us who work in trucking, the industry has provided us with a way to support our families, grow our careers, and give back to the communities in which we work and live.

For those outside of the industry, trucking ensures your quality of life is maintained. Food is on the gro-

cery store shelves. Retailers and suppliers have the stock they need. Schools and hospitals have the equipment they require. Primary industries, such as mining and agriculture, move their goods to markets. Trucking connects the dots for the local, provincial, national, and global economies.

However, trucking is more than moving freight safely and efficiently. It is about community, and it is about ensuring that we are looking after each other. I am proud that 100 per cent of the profits raised at our main National Trucking Week events go to charity. Starting in 2026, the funds raised from the MTA Truck Pull will go to The Joy Smith Foundation, which



is working to raise awareness of labour trafficking and immigration abuse in the trucking industry. As has been the case for years, the LETR Truck Ride (for which the MTA is the presenting sponsor) directs all of its proceeds to Special Olympics Manitoba.

I encourage you to please take a moment, whether you work in the trucking industry or not, and consider that if you've got it, a truck driver brought it!

Happy National Trucking Week!

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National Trucking Week - Sept. 6 to 12, 2026

Top 10 facts about the trucking industry in Canada

Submitted

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Canada is a vast country with a transportation network that plays a critical role in keeping businesses, communities, and supply chains moving. Among all modes of transportation, trucking is particularly important because trucks can deliver goods directly to manufacturers, retailers, distribution centres, farms, construction sites, and consumers.

From coast to coast, the Canadian trucking industry supports domestic commerce and international trade while creating opportunities for thousands of businesses and workers.

Here are 10 important facts about the trucking industry in Canada.

1. Trucking is a major part of Canada's transportation economy: Trucking represents a substantial part of Canada's transportation system. According to Statistics Canada, trucking accounted for approximately \$138.6 billion in total transportation activity in 2022, including both for-hire and own-account trucking. Of that amount, for-hire trucking represented about \$96.4 billion.

The broader transportation and warehousing sector contributed \$96.5 billion directly to Canada's GDP in 2024, or 4.3 per cent of national GDP, according to Transport Canada. These figures demonstrate how closely trucking is connected to Canada's overall economy.

2. Canada has more than 150,000 truck transportation establishments: Canada's truck transportation sector includes a large number of businesses of different sizes.

Canadian Industry Statistics reports 153,867 establishments in the truck transportation subsector in 2025. Remarkably, 99.5 per cent had fewer than 100 employees, highlight-

ing the industry's strong small-business and owner-operator presence.

This means Canada's trucking industry isn't dominated exclusively by large fleets. Thousands of small carriers and independent operators contribute to the movement of goods every day.

3. General freight trucking makes up a huge portion of the industry: General freight trucking covers the transportation of a wide range of products that don't require specialized equipment.

In 2025, Canada had 118,355 establishments classified under general freight trucking. More than 99 per cent had fewer than 100 employees.

General freight carriers transport everything from packaged consumer products and manufactured goods to food, retail merchandise, and industrial supplies.

4. Trucking supports hundreds of thousands of jobs: The trucking sector is also a significant source of employment.

Transport Canada data show that combined employment for for-hire trucking and owner operators has reached hundreds of thousands of workers in

recent years. The broader transportation and warehousing sector supports nearly one million direct and indirect jobs across Canada.

The industry's workforce extends well beyond truck drivers. It includes dispatchers, mechanics, fleet managers, logistics coordinators, safety professionals, warehouse employees, administrative staff, and many other roles.

5. Owner-operators play an important role: One of the defining characteristics of Canadian trucking is the presence of owner-operators and small carriers.

Many trucking businesses operate with only a handful of employees or are structured around independent truck owners. In general freight trucking alone, 87.2 per cent of employer establishments were micro businesses with fewer than five employees in 2025.

This structure gives entrepreneurs opportunities to enter the transportation industry without building a large fleet.

6. Trucking is essential for Canada's long-distance supply chains: Canada's enormous geography makes reliable freight transportation essential.

Trucks connect major population centres with

rural communities, manufacturing facilities, ports, warehouses, farms, mines, and retail locations. Unlike rail or marine transportation, trucks can provide direct door-to-door delivery, making them especially valuable for the first and last stages of supply chains.

Trucking also connects Canadian businesses with major international markets, particularly through the Canada-U.S. border.

7. Cross-border trucking is critical to Canada-U.S. trade: Canada and the United States have highly integrated supply chains, and trucking is a key component of that relationship.

Transport Canada reported that the number of trucks entering Canada declined in 2025, with 5.07 million trucks entering through Central, Western, and Atlantic regions combined, compared with approximately 5.33 million in 2024. The decline was associated with lower trade in areas such as automotive products, machinery, forest products, and metals.

Cross-border trucking is particularly important for industries where components and finished products move between Canadian and American facilities multiple times during production.

Continued on Page B6

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National Trucking Week

National Trucking Week - Sept. 6 to 12, 2026

Editorial: Trade negotiations and impact on supply chain

Submitted
CANADIAN TRUCKING ALLIANCE

The introduction of cross-border trade friction presents an immediate, systemic threat to the integrity of the transborder supply chain, says the Canadian Trucking Alliance.

As an industry that moves virtually every consumer product, component, and raw material across the continent, commercial trucking serves as the economic baseline for North American trade. Any contractive pressure on Canadian industrial exports immediately diminishes available freight volumes nationwide.

Crucially, this disruption extends beyond southbound traffic. A drop in Canadian export volumes directly reduces the capacity of Canadian fleets operating in the United States, choking off the availability of equipment needed to transport American goods back into Canada. These risks creating a severe, structural equipment imbalance across the border, which will undoubtedly increase logistical complexity and operational costs for businesses on both sides of the border, exposing the fact that commercial transportation cannot be treated as an isolated component of the trade ecosystem.

Enhancing border security and combating illegal activity

In tandem with economic stabilization, border security and illicit cross-border drug interdiction reportedly remain prominent friction points in ongoing bilateral discussions. The CTA emphasizes that national security and supply chain efficiency are mutually reinforcing priorities. The Alliance has developed a comprehensive action plan specifically engineered to identify, isolate, and eliminate carriers and drivers participating in cross-border smuggling and illegal activities.

To safeguard the integrity of our international trade corridors, the CTA strongly encourages the Government of Canada to accelerate its formal discussions with our sector. Implementing this joint framework will allow enforcement agencies to leverage industry intelligence, target bad actors, and ensure that border protocols remain fluid for compliant commerce while penalizing criminal elements.

Establishing frameworks for supply chain stabilization and public procurement

As the federal government evaluates financial or regulatory stabilization frameworks for various industries, the CTA stresses that any upcoming policy responses must address the



PHOTO SOURCED FROM THE CANADIAN TRUCKING ALLIANCE

The impacts of trade negotiations are vast- The trucking industry is not being exempt from its effects.

structural realities of the logistics sector. Previous federal support models – such as past assistance programs for the steel sector – overlooked the trucking industry entirely, despite our sector being responsible for moving those very materials. This approach forced carriers to absorb downstream fallout independently. A repeat of that structural omission is unsustainable under current economic conditions.

Furthermore, the CTA maintains a firm position on the qualification criteria for any potential government initiatives or stabilization programs. Public funds, stabilization frameworks, and public sector procurement contracts must be reserved strictly for compliant, responsible operators. The CTA explicitly opposes the extension of any regulatory relief, subsidies, or government supply chain contracts to fleets that operate outside regulatory standards.

As cross-border disruptions occur, domestic freight networks become central to the future viability of trucking fleets. Because the economic stability of many carriers is currently under pressure, the CTA maintains that no government procurement contracts should be awarded to fleets util-

izing non-compliant driver misclassification models, such as the “Driver Inc.” mechanism. Clean procurement must become a priority across all federal departments. Building on ongoing CTA discussions with Canada Post regarding enforcement against non-compliant procurement practices, these responsible sourcing frameworks should be adopted by provincial crown corporations as well. Rewarding non-compliance undermines fair competition and penalizes most fleets that invest in safety, proper labour practices, and legal compliance.

The path forward

The Canadian economy is entering a challenging operational period. To navigate these headwinds, public policy must position the commercial transportation sector at the center of national supply chain planning. The CTA remains prepared to work alongside federal and provincial authorities to draft practical blueprints that preserve supply chain integrity, protect compliant businesses, and maintain the continuous flow of essential commerce.



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A thank you to all of those in the trucking industry for all that you do: National Trucking Week

National Trucking Week - Sept. 6 to 12, 2026

Sign of burnout in the industry

By **Tory McNally**
MTA HR RESOURCES

In the trucking industry, the pace is relentless. Tight delivery windows, long hours, and the constant pressure to keep things moving can take a real toll, not just on drivers but on dispatchers, mechanics, and office staff too. Emotional wellbeing often takes a back seat to operational demands, but it is closely tied to safety, retention, and overall performance.

Burnout rarely shows up overnight. More often, it builds gradually and shows itself through small but noticeable changes. A reliable employee may start missing deadlines or making uncharacteristic mistakes. Someone who is usually steady might become irritable, withdrawn, or disengaged. You may see increased absenteeism, more sick days, or a pattern of late arrivals. In a safety-sensitive industry, even subtle dips in focus or energy matter.

For managers, the key is not to diagnose or fix everything, but to notice. Paying attention to changes in behaviour or performance is the first step. A simple check-in can go a long way. Asking "How are things going for you?" or "I'm here if you need support. Is everything okay?" opens the door without putting someone on the spot. Many employees will not raise concerns on their own, especially in environments where toughness and resilience are part of the culture.

Support does not have to be complicated or expensive to be effective. Small, practical actions often make the biggest difference. Flexibility, where possible, is one of the most valued supports. In trucking, that might not mean reducing hours, but it could mean adjusting start times, offering more predictable schedules, or being open to shift swaps when personal responsibilities come up. Even modest predictability can help employees better manage family life, rest, and recovery.

Encouraging regular breaks is another simple but



PHOTO SOURCED FROM THE MANITOBA TRUCKING ASSOCIATION

Trucking is a demanding industry, whether you are a driver, dispatcher, mechanic, or a member of the office staff. The Manitoba Trucking Alliance's HR Resources has tips to help employers mitigate burnout amongst staff.

important step. Skipping breaks might feel productive in the moment, but over time it contributes to fatigue and burnout. Leaders who model and reinforce the importance of rest send a clear message that wellbeing matters.

Communication also plays a role. When employees understand expectations, changes, and pressures facing the business, it reduces uncertainty and stress. Transparency builds trust, and trust makes it easier for people to speak up before they reach a breaking point.

Recognition should not be overlooked either. In a busy operation, it is easy to focus on what is not getting

done. Taking a moment to acknowledge consistent effort, safe work, or going the extra mile can boost morale more than expected. It does not need to be formal or costly, just genuine.

Finally, creating a culture where it is acceptable to ask for help is critical. This does not require a full program or policy overhaul. It starts with everyday interactions, how supervisors respond when someone raises a concern, and whether employees feel heard.

The reality is that trucking will always be demanding. But when supervisors notice early signs of strain and respond with small, thoughtful actions, it can prevent burnout from tak-

ing hold. In an industry where people are the backbone of operations, supporting their wellbeing is not just good practice, it is good business.

Tory McNally, CPHR, BSc., Vice President, Professional Services at TIPI Legacy HR+ (formerly Legacy Bowes) is a human resource consultant and relationship builder. She can be reached at tmcnally@tipipartners.com.

Looking for more great HR articles? Visit the HR Resources page on the Manitoba Trucking Association website for articles, past webinars, and more resources to help your HR practices in the trucking industry!

Over 90 per cent of goods moved within Manitoba depend on trucks.



53 per cent of Manitoba's economy is derived from trade.



The Manitoba trucking industry operates more than 15,000 power units and 20,000 trailers.



Note: Statistics courtesy of the Manitoba Trucking Association.



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Canadian trucking facts

*Continued
from Page B3*

8. Trucking includes both general and specialized freight Not every shipment can be transported using a standard tractor-trailer.

Canada's trucking industry includes specialized carriers that transport goods requiring specific equipment or handling. Examples can include oversized loads, temperature-sensitive products, heavy equipment, bulk materials, and other specialized cargo.

In 2025, Canada had 35,512 establishments in specialized freight trucking, including 14,242 employer establishments and 21,270 non-employer or indeterminate establishments.

This specialization allows trucking companies to serve a wide variety of industries and transportation requirements.

9. Technology is changing how Canadian trucking operates: Modern trucking is increasingly driven by technology.

Fleet operators use tools such as electronic logging systems, GPS tracking, fleet-management software, digital dispatching, route optimization, telematics, and automated maintenance monitoring.

These technologies can help carriers improve vehicle utilization, monitor driving performance, reduce unnecessary kilo-

metres, and provide customers with better shipment visibility.

As supply chains become more data-driven, technology will likely remain an important competitive factor for Canadian trucking companies.

10. The future of Canadian trucking will focus on efficiency and sustainability: The trucking industry is under increasing pressure to improve fuel efficiency, reduce emissions, manage operating costs, and adapt to changing transportation requirements.

At the same time, trucking companies must continue dealing with challenges such as fuel prices, equipment costs, driver recruitment, maintenance expenses, regulatory requirements, and fluctuations in freight demand.

For Canadian carriers, the future will likely involve a combination of better technology, more efficient operations, alternative vehicle technologies, and improved supply-chain coordination.

Why the Canadian trucking industry matters: The trucking industry is much more than trucks and highways. It is a critical link connecting Canadian producers, manufacturers, retailers, businesses, and consumers.

From a small owner-operator moving regional

freight to a large carrier handling cross-border shipments, trucking companies help keep Canada's economy moving.

The industry's large number of small businesses, significant economic contribution, extensive employment base, and role in Canada-U.S. trade make trucking one of the country's most important transportation industries.

Final thoughts: The Canadian trucking industry continues to evolve alongside the economy and the broader transportation sector. While technology, regulations, trade conditions, and sustainability requirements are changing the way carriers operate, the fundamental need for reliable freight transportation remains.

For businesses that depend on timely deliveries, understanding the Canadian trucking industry can provide valuable insight into transportation costs, supply-chain planning, and logistics strategy.

In short, Canada's trucking industry is a vital part of the country's economy—and its importance is likely to continue for years to come

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National Trucking Week - Sept. 6 to 12, 2026

Editorial: Restoring Law and Order to Canada's Roads

By Greg Arndt,
Chairman, Canadian Trucking Alliance

Editor's note: The following editorial first appeared in Today's Trucking.com

The Canadian Trucking Alliance has successfully turned a critical corner in efforts to combat the illicit Driver Inc. model and enforce government compliance against systemic tax evasion and worker exploitation. By securing targeted federal funding commitments, removing the T4A enforcement moratorium, and establishing cross-jurisdictional frameworks, our industry has laid a powerful corporate foundation to restore law and order. However, fully eradicating these predatory practices requires a few final steps to finish the job.

When I assumed the role of Chair two years ago, I knew our sector was facing a pivotal structural challenge where fair competition, highway safety, and basic labour standards were under severe pressure. Today, our professional mission remains clear: we must maintain this momentum and see the work through to fully restoring structural accountability across Canada's transportation sector.

Some observers could suggest that describing this systemic challenge as a battle is a mischaracterization. However, after two years of leading this alliance, I can state with absolute clarity that it is precisely that. We are witnessing the emergence of an underground element within our own industry, which is actively seeking to undermine and displace law-abiding, compliant carriers. This parallel market operates on a business model designed to bypass the regulatory boundaries designed to govern us all.

I have seen this firsthand throughout my tenure as chair. This threat must be treated with the highest level of professionalism, while recognizing its full scale and gravity. Ultimately, this is a battle over the future of our sector and the fundamental rules of fair market competition in Canada.

Our multi-stage timeline designed to reestablish true law and order began over 24 months ago with structured advocacy in Ottawa, culminating in the landmark Standing Committee on Transport, Infrastructure and Communities (TRAN) hearings. During those sessions, the Alliance and expert witnesses were nearly unanimous in exposing the systemic lawlessness affecting our sector.

We provided evidence that driver misclassification is the root cause of widespread safety failures, corporate tax evasion, and labour abuse and non-compliance across the country. That allowed us to advance our objectives deeper into the regulatory framework, securing a federal budget commitment of \$77 million over four years to dismantle the scheme. This funding directly empowered the Canada Revenue Agency (CRA) to target the misuse of Personal Services Business designations. Sequential to that legislative milestone, our next breakthrough occurred when the CRA officially lifted its long-standing T4A enforcement moratorium, introducing real financial penalties for non-compliant networks.

True compliance, however, requires synchronization across federal departments. Following these initial tax adjustments, Minister Patty Hajdu reinforced

the government's regulatory mandate to CTA by committing to deploy rigorous enforcement measures against labour misclassification. This directly resulted in expanding the reciprocal Information-Sharing Arrangement between the CRA and the Labour Program at Employment and Social Development Canada (ESDC).

Over the last 24 months, we have watched federal agencies significantly escalate their presence on the ground. Joint task forces and ramped-up field audits are no longer distant policy concepts; they are an active, growing reality for non-compliant networks as federal inspectors systematically coordinate their data.

With this heightened federal framework secured, we shifted our focus to aligning our provincial partners. At the Council of Ministers Responsible for Transportation and Highway Safety, Federal Transport Minister Steven MacKinnon joined provincial leaders in a unified pledge to collaboratively combat Driver Inc. His commitment to coordinated action laid the groundwork for an all-hands approach to truck safety and regulatory oversight. Over my tenure, the work at provincial scales has truly intensified. Provincial ministries and workers' compensation boards have steadily moved past individual silos, escalating localized enforcement blitzes to identify bad actors at provincial inspection scales and apply penalty structures against them.

This brings us to our current phase: marching towards our final objective. Following extensive consultations with CTA leadership, the Canadian Council of Motor Transport Administrators (CCMTA),

alongside the Council of Transportation Deputy Ministers and Labour authorities, has formally committed to bringing forward a unified, comprehensive national enforcement plan to tackle Driver Inc. this fall. This would deliver the cross-jurisdictional architecture we have fought for – a structural overhaul updating National Safety Code standards to systematically eliminate the gaps that non-compliant operators exploit. Fleets that cut corners on their tax obligations typically do the same throughout all their operations – including vehicle maintenance and electronic logging device compliance. This plan is not simply an economic or regulatory issue, but a matter of public safety and, ultimately, life and death.

It was incredibly difficult to establish our position against these entrenched practices, but we are now advancing toward a landscape of real solutions and political alignment we have spent years trying to achieve. As we approach this critical window, the industry is awaiting the final recommendations from the TRAN Committee that is expected to detail how the government plans to finalize corrective measures against Driver Inc.

Crucially, this push aligns with three massive federal battlegrounds this fall. First, upcoming Transport Canada security consultations coincide directly with the CTA's aggressive drive to overhaul border security protocols. We are demanding strict new frameworks to stop the flow of contraband being smuggled across our borders, and within our supply chains and illicit networks.

Second, concurrent forced labour consultations

led by ESDC provide the perfect launchpad for our next major directive: the CTA is calling for an absolute end to non-compliant carriers having any access to foreign labour pools.

Thirdly, the intense scrutiny at parliamentary hearings regarding the integrity of federal supply chains, helped CTA secure a public commitment from Canada Post leadership that it will not do business with fleets engaged in exploitative practices, and the CTA is now actively collaborating with Canada Post to implement enhanced carrier vetting frameworks to ensure Driver Inc. is completely locked out of their supply chain.

However, we must have clear eyes about the pushback we face. The operators and protectors of the Driver Inc. model are not retreating quietly. They possess considerable political capital and are actively lobbying Ottawa and the provinces, attempting to muddy the waters, dilute regulations, and mischaracterize our message. They are spending significant resources fighting our objectives because they want to protect an illicit system that pads their pockets at the expense of human dignity and public safety.

This political leverage is precisely why we cannot falter now. Responsible, law-abiding carriers and courageous politicians across Canada must con-

tinue to step up and join our cause to counter this highly coordinated resistance.

Let me be unequivocally clear about our expectations. There is absolutely no room for more delays, half-solutions; no space for "soft enforcement", and the time for "educational periods" is long gone. The industry demands strict, unyielding enforcement of the rules as they're written on all operators.

Looking back over these two fast-paced years, I am incredibly proud of how far we have marched. We have moved from identifying the problem in parliamentary hearings to securing \$77 million in funding, aligning federal ministers, bringing major Crown corporations to the table, and finalizing a national fall execution plan with the CCMTA. Tough days and complex challenges still lie ahead of us, but we possess undeniable momentum. The commitments made by Minister Hajdu, Minister MacKinnon, and our public and private partners must be fully operationalized.

To the shippers who choose compliant carriers, and to the thousands of honest truck drivers who keep our economy moving, your resilience keeps us marching toward progress. We are advancing with purpose. We will not stop until fair competition, safety, and the rule of law prevail on every highway across Canada.



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