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Rural Alberta Report

INDEPENDENT. AUTHENTIC. ALBERTA

Tuesday, September 22, 2026

Vol. 2 . Issue 71

Old building, new life—with judges and chili to boot

by DAVID NADEAU



Ready for task at hand—Three Hills RCMP Detachment Commander Sgt. Justin Dawley, paramedics Garry Cunningham and Carson Andrew, and firefighter Luke McCormick about to settle into their judging responsibilities at a chili cook off last week in Three Hills. Rural Alberta Report/David Nadeau

This then-and-now story spans decades.

It's about a south-end Three Hills building that has seen multiple uses, the most recent being the CommUnity Drop In Center managed by the 31-year-old Seniors Outreach, an NGO social service agency.

But that was then and the color of now sees a

re-branding, a re-staffing, and a re-focusing under banner of The Station Drop In Centre. No more Seniors Outreach management.

All of that points to one of The Station's monthly activities September 17, a community supper chili cook off with a prize well worth careful recipe following. How hot-and-spicy labels on each entry. All you can eat for five dollars. Free water. Pop for a buck. Nearly forty guests.

Volunteer organizers Crystal Matthews, Kathryn Plante, and Anne Coupland recruited a table-full of hungry first responders as judges. Their decision: two dinner certificates for The Station use and an IGA gift card now belong to Jessica Troy for what she dubbed Mom's Chili.

The building, owned by the Town, sees weekday

continued on page 08

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ACCESSORY CREDIT

Lacombe County renews Sandy Point marina permit

by CHERYL BOWMAN

Lacombe County council has approved a five-year development permit renewal for the marina, fuel station and related operations at Sandy Point RV Resort on Gull Lake at its Sept. 10 regular council meeting.

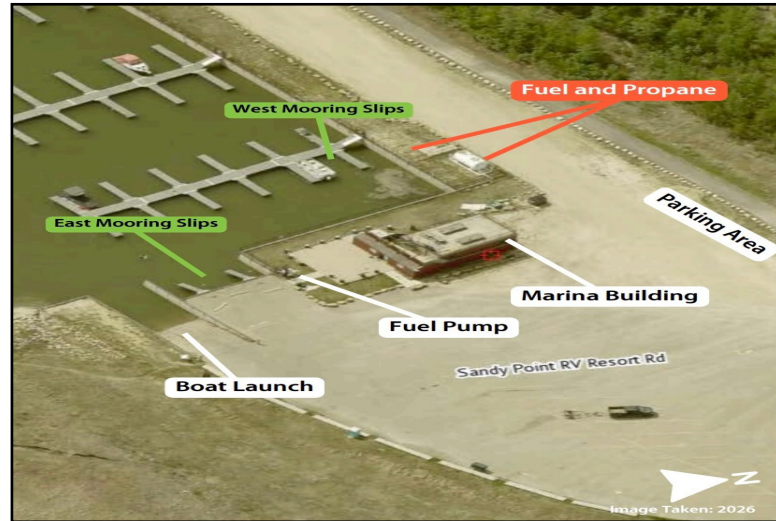
The application covers an existing marina gas station, boat mooring and commercial building near the Sandy Point boat launch. No new buildings or structures are proposed.

The building is constructed from several sea containers and includes a rooftop patio. It is used for fuel sales, boat parts, lake-related products, convenience items, limited food and beverage sales, minor boat maintenance and public washrooms.

Major boat repairs will be completed at the applicant's main shop in Red Deer.

The site also contains an above-ground double-wall steel fuel tank, a propane distribution tank and two transfer pumps near the boat slips. The fuel equipment has previously received required safety-code approvals.

The business is expected to have five non-resident employees, with no more than three working at the site at one time. Eight parking stalls are available, including three for employees.



Lacombe County council has approved a five-year permit renewal for the marina, fuel station and related operations at Sandy Point RV Resort. The approval includes conditions governing safety, traffic, mooring, fuel sales and maintenance work.

The proposed operating hours are Tuesday to Saturday from 9 a.m. to 6 p.m. throughout the year. Service will be available on call Mondays and Sundays.

From April through October, operations will focus on marina services and marine fuel sales. Land-based fuel sales are permitted from Nov. 1 through March 31, when the boat launch must be barricaded to restrict vehicle traffic.

Council's approval includes 20 conditions. The permit will be reviewed annually by the County's development officer and may be suspended or revoked if its conditions are not followed.

The operator must continue following the traffic accommodation strategy approved in 2021, maintain an emergency response plan and comply with provincial building and fire codes.

Parking is prohibited on the north side of the building. Two boat slips closest to the launch must remain available for temporary use by boat launch patrons.

The permit also limits on-site work to minor servicing of recreational watercraft. Automotive, ATV and RV repairs are not permitted at the marina. Outdoor storage is also prohibited.

County administration identified summer congestion as a concern and retained conditions allowing the County to require additional traffic

continued on page 08



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Stettler County approves year-round campground at Tail Creek Park

by CHERYL BOWMAN

The County of Stettler Municipal Planning Commission (MPC) has conditionally approved a year-round campground development at Tail Creek Park, including 15 cabins, a lodge and upgraded recreational facilities at its Sept. 16 council meeting.

WSP Canada Inc. submitted the discretionary-use application on behalf of the property owner, the Otipemisiwak Métis Government of the Métis Nation within Alberta.

The 30.65-acre property is along Highway 21 near Content Bridge. It is bordered by the Red Deer River to the west and the highway to the east.

The commission approved Development Permit DP 26044 at its Sept. 16 meeting, with changes intended to address flood and emergency planning concerns.

The development includes 10 dry cabins serviced by electricity and five wet cabins with power, water and wastewater services. Each cabin will measure approximately 300 square feet.

Plans also include a 5,760-square-foot lodge containing reception and lounge areas, a meeting room, administrative offices, cooking facilities, a commissary and washrooms.

A portable washroom facility, gathering area with a fire pit, septic field and improvements to internal roads and existing campsites are also included. One of the existing ball diamonds is expected to be converted into an outdoor gathering area.

The approval applies only to items identified as proposed on the site plan. Facilities marked for future development, including a wastewater treatment plant and additional campground areas, will require separate development permits.

County planning staff found the proposal met setback and building-height requirements without requiring variances. Staff assessed the development as reaching the district's maximum site coverage of 45 per cent.

A traffic study estimated the completed development would generate 202 vehicle trips on a weekday. The study concluded the existing Highway 21 intersection could accommodate the additional traffic through 2046. Alberta



The County of Stettler Municipal Planning Commission approved a year-round campground at Tail Creek Park with 15 cabins, a lodge and other facilities. Commissioners added stronger conditions covering floodplain construction and emergency planning. Screenshot

Transportation and Economic Corridors accepted the assessment and approved the required transportation permit.

Flood risk received considerable attention during the meeting.

Part of Tail Creek Park lies within the Red Deer River's one-in-100-year floodplain. The cabins are planned outside the floodplain, while other structures will be placed on engineered fill to raise them above the identified flood elevation. Before any affected building can be occupied, a professional engineer must certify that its elevation is above the flood level and that the required floodproofing measures have been incorporated.

Commission members added a requirement that construction materials be stored outside the floodplain. They also moved the deadline for an emergency response plan forward by one year, requiring it to be filed with Heartland Regional Fire by Sept. 16, 2027.

Members questioned how the proposed sewage system would be protected during a flood. Planning staff said the owner must obtain private sewage and other safety-code permits, with the permitting authority responsible for determining whether further flood protection is required.

The commission also discussed public access to the Red Deer River and concerns about the condition of the property under an earlier land-transfer agreement.

Planning and Development Director Craig Teal

said those matters involve a separate agreement between the County and the Métis government. He said an agreement in principle had been reached concerning a land exchange and public river access, but it had not yet been finalized.

A County-owned right-of-way currently divides the two properties. A licence of occupation must be signed before structures can be built on that land.

The development permit was approved with the amended conditions. Construction must begin within one year and be completed within two years of the permit's issuance.

Bashaw joins Alix and Lacombe County in grant application

Bashaw town council has agreed to support a collaborative Alberta Community Partnership grant application for a regional Community Needs Assessment.

Council carried the motion during its Sept. 9 regular meeting.

The Town of Bashaw will partner with the Village of Alix and Lacombe County on the proposed project. Alix will serve as the managing municipality for the application.

continue reading on page 08

SPECIAL COVERAGE

Alberta Decides

The Road to Oct. 19

Because the Oct. 19 referendum could have significant consequences for Alberta's future, the Rural Alberta Report will provide ongoing coverage in the weeks leading up to and following the vote.

Coverage by KCJ Media Group

Would a landlocked Alberta be cut off from world trade?

Whether an independent Alberta could maintain reliable access to ocean ports has become a central argument in the separation debate.

One side warns Alberta would become a landlocked country dependent on Canada and the United States to move its exports. The other argues Alberta would not need to own a port because its existing pipelines, railways and highways already connect it with buyers and shipping terminals.

Both positions contain some truth. Alberta would not require a seaport within its borders to function as a country, but it would require dependable transportation agreements with its neighbours.

The terms of those agreements do not yet exist.

The argument against separation

The case against separation begins with geography. Alberta has no coastline, so an independent Alberta would not control a marine port or the territory separating it from the Pacific Ocean.

The Trans Mountain pipeline illustrates the concern. The system carries oil from the Edmonton area through British Columbia to the Westridge Marine Terminal in Burnaby. Its capacity increased to approximately 890,000 barrels per day after the expansion entered service in May 2024.

Following separation, the pipeline would begin in Alberta but cross another country before reaching a foreign-owned port. Alberta could not assume that the present Canadian regulatory system, toll structure and operating rights would continue unchanged.

The United Nations Convention on the Law of the Sea recognizes that landlocked states should have access to and from the sea. However, Article 125 also says the terms of that transit must be established through agreements between the landlocked country and the countries being crossed.

There is an additional complication for oil exports. The convention's basic definition of transportation includes railways, roads and inland waterways. Pipelines and natural gas lines may be included, but only through an agreement between the countries involved.

That means international law would support Alberta's right to negotiate access.

World Trade Organization (WTO) rules also protect the movement of goods through member countries. Article V of the General Agreement on Tariffs and Trade requires freedom of transit and prohibits unnecessary delays and unreasonable transit charges.

Those protections would become valuable to Alberta, but membership could not simply be assumed. The WTO says a government seeking membership must negotiate its entry terms with existing members.

Separation would also turn Alberta's provincial boundaries into international borders. Customs inspections, product rules, security requirements and border procedures could affect shipments moving west, east or south.

The strongest argument against separation is therefore not that Alberta would be physically cut off. It is that the province would surrender the guaranteed domestic access and replace it with international agreements that would have to be negotiated.

That could create uncertainty for oil, grain, livestock, forestry products, manufactured goods and other exports requiring dependable delivery schedules.

The argument supporting separation

Supporters of separation respond that owning a seaport is not necessary for international trade. Many landlocked countries move goods through neighbouring countries under transportation and customs agreements.

Alberta's physical infrastructure would not disappear following independence. Existing pipelines, railway tracks, highways, terminals and border crossings would remain in place. Canadian and American companies would continue to have a financial interest in moving Alberta products.

Alberta could also trade directly with the United States without using a Canadian seaport. Oil already moves south through major pipeline systems while agricultural and manufactured products can move by rail and truck.

American ports could provide another route to overseas markets, although those shipments would still require agreements with the United States.

British Columbia would also depend on continued access through Alberta with rail traffic travelling east from Vancouver and Prince Rupert crosses Alberta before reaching central Canada and parts of the United States.

The Alberta Transition Council estimates that more than \$55 billion in B.C. goods move east through Alberta each year and that more than 900,000 shipping containers arriving at Vancouver and Prince Rupert travel through the province.

The underlying argument is that trade corridors operate in both directions. Preventing Alberta products from reaching B.C. ports could invite retaliatory restrictions on B.C. goods moving east. Port operators, railways, pipeline companies, exporters and consumers would have strong financial reasons to maintain an open corridor.

International rules would also provide a starting point for negotiations. Once Alberta obtained the necessary treaty and trade relationships, Canada could not necessarily impose arbitrary restrictions while continuing to provide more favourable transit treatment to other countries.

What the arguments actually establish

continued on page 08

Agriculture

Stettler County seeks extra year for strychnine program

by CHERYL BOWMAN

The County of Stettler Agricultural Services Board (ASB) has unanimously approved submitting a resolution seeking a one-year extension of the emergency registration for 2% liquid strychnine at its regular ASB council meeting on Sept. 16.

The product is temporarily authorized for controlling Richardson's ground squirrels, commonly called gophers, in approved areas of Alberta and Saskatchewan. The current federal registration runs from March 30, 2026 to Nov. 1, 2027.

County administration said delays in obtaining and distributing the product during the first year prevented many producers from using it during the best treatment period.

The federal approval was announced March 30, but Alberta expected only a limited supply to become available through municipalities in late May or early June. Provincial guidance identifies early spring, before vegetation becomes green, as the most effective treatment period.

Assistant director of operations Robert Klatt told the board that the timing of the 2026 rollout did not provide producers with a proper opportunity to evaluate the product under effective treatment conditions.

Administration said the delayed start also limited the amount of useful information collected on product effectiveness, producer participation and stewardship requirements.

An additional year would provide two full treatment seasons for evaluation. The county's memo said ground squirrel populations, weather, environmental conditions and producer participation can change substantially between years, making information from more than one complete season important.

The County of Stettler distributed \$14,960 worth of strychnine to 68 producers as of Aug. 4. Approximately 62 hours of staff time had been used to sell the product, administer the program and upload supporting documents.

A total of 142 county producers had completed the required stewardship training, but only four product evaluation forms had been submitted by the time the administration report was prepared. Access to strychnine is tightly controlled. Producers must complete annual training, provide a treatment and monitoring plan and sign a declaration agreeing to follow product requirements.

Users must also post signs at treatment sites, monitor treated areas and collect and properly dispose of carcasses. Those measures are intended to reduce the danger of strychnine

poisoning wildlife, livestock, pets and other non-target species.

During the Sept. 16 meeting, board members said the County of Stettler had been encouraged to bring the resolution forward because the region has been heavily involved in efforts to restore access to strychnine.

The resolution was expected to be submitted to the provincial Agricultural Service Board process by Sept. 23. Board members also discussed seeking support from another municipality if a seconder is required.

Members suggested Mountain View County or another neighbouring municipality would likely support the request. Administration was directed to confirm the procedural requirements.

Board members also discussed involving the Rural Municipalities of Alberta in any federal advocacy that may be required.

Approval of the resolution does not extend the strychnine registration. The request must proceed through the provincial resolution process and any change to the registration would require approval from the federal pesticide regulator.

Central Alberta farmers face a delayed harvest

by KCJ MEDIA GROUP

Alberta farmers had harvested less than a quarter of their major crops by Sept. 15 as cool, wet weather continued to keep combines out of fields.

The latest Alberta Crop Report puts the provincial harvest at 22.8 per cent complete. That is less than half the five-year average of 57.5 per cent for this point in the season. Harvest advanced only five percentage points during the week covered by the report.

Central Alberta was 29 per cent complete. Progress varied widely across the province, from 46.4 per cent in the south to 8.1 per cent in the northeast.

Dry peas were the furthest along of the five major crops, with 83 per cent harvested. Barley stood at 40 per cent and spring wheat at 20.8 per cent. Farmers had harvested seven per cent of oats and 4.4 per cent of canola.

The delay puts more attention on crop quality. The provincial report noted concerns about sprouting, disease and deductions for canola that does not meet delivery standards. Some cereal crops were being taken off while still damp, where farmers had access to grain dryers or aerated storage.

Wet conditions have also replenished soil moisture. Across Alberta, 76.2 per cent of surface soil moisture was rated good to excellent, compared with a five-year average



of 36 per cent. In central Alberta, the good-to-excellent rating was 64.6 per cent.

Those moisture gains may help fields after harvest, but they do little to solve the immediate problem of getting this year's crop into the bin. The next stretch of suitable combining weather will be important for farmers with wheat and canola still standing.

Crime

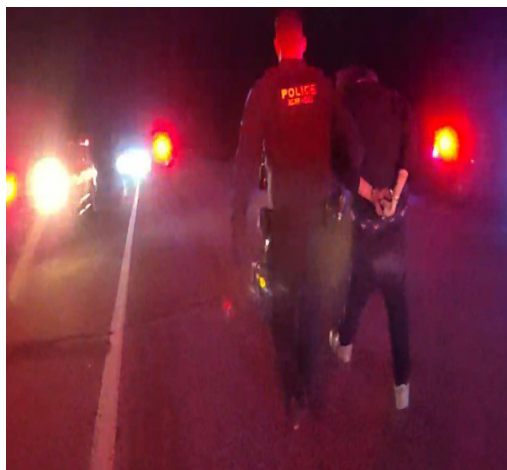
Strathmore RCMP and partners arrest two males after lengthy crime spree

media release ALBERTA RCMP

On Sept. 9, 2026, at 3:43 a.m., Airdrie RCMP encountered a suspicious vehicle at a gas station in Crossfield. The driver noted the police and quickly drove away. The driver then committed a driving offence of failing to signal upon entering the roadway, and a traffic stop was attempted, however, the driver fled. A pursuit was not initiated but the licence plate was obtained, which confirmed that this vehicle had been stolen from a residence in Calgary hours earlier. Surveillance was completed on this stolen vehicle, and the occupants were observed ditching the vehicle and getting picked up by a truck. The Airdrie officer was able to identify the driver, who is very known to police.

At 3:05 p.m., Didsbury RCMP received a complaint that a newer model F350 was observed on a rural property attempting to steal diesel from a farm tank. The property owner confronted the individuals who fled the property. A responding officer encountered the vehicle and attempted a traffic stop. The vehicle fled and due to safety reasons, a pursuit was not initiated. This vehicle is believed to be the same truck who picked up the occupants of the stolen vehicle.

At 6:17 p.m., Drumheller RCMP received a complaint of a stolen vehicle. The complainant reported a dark blue F350 (believed to be the same from earlier) showed up to his work site. Occupants exited this vehicle and stole his blue 2022 F350 Tremor, and then both vehicles fled the site. Shortly after, Drumheller RCMP received a complaint that a blue F350 was ramming a gate on a rural oil lease site. Officers responded and encountered two blue F350's. Both vehicles fled



the area when officers activated their emergency lights.

At this point, the RCMP Real Time Operations Center (RTOC) made the decision to deploy the RCMP Emergency Response Team, as well as requesting assistance from Calgary Police Service.

At 7:54 p.m., Drumheller RCMP received a complaint from a rural property owner who spotted one of the involved vehicles in his field, which caused significant damage, believed to be one of the blue pick-ups from earlier incidents. Then at 8 p.m., a complaint was received from a member of the Rosebud Colony that a blue F350 Tremor was driving through their colony. Colony members chased them off with a last known direction to be southbound on Highway 21. Strathmore RCMP was notified that the suspects could enter their detachment area.

Officers from Strathmore, Gleichen, Airdrie, Chestermere, ERT, Calgary PDS and Calgary Police Service officers joined in the search under supervision and direction from RTOC. The suspect vehicle was located by an ERT officer at 8:14 p.m. CPS HAWCS was engaged to monitor the vehicle while officers set up a covert TDD (spike belt). This attempt was not successful and the F350 continued through rural farm fields, causing significant damage. A second covert TDD was attempted on Highway 9 near Range Road 272. The vehicle continued along Highway 9 for a short distance at which time ERT performed a tactic and stopped the vehicle. Both the driver and passenger were arrested. During a search of the vehicle incidental to arrest, officers located brass knuckles, knives, and bear spray.

The driver, Nevada Desjarlais (21), of no fixed

address, has been charged with the following:

- Flight from police
- Dangerous driving
- Possession of stolen property over \$5000
- Mischief over \$5000
- Mischief under \$5000
- Possession of a weapon for a dangerous purpose
- Possession of a prohibited weapon
- Drive while prohibited
- Fail to comply with conditions of release order (x2)
- Drive uninsured vehicle on a highway

Desjarlais also had numerous outstanding warrants. After a Judicial Interim Release Hearing, Desjarlais was remanded into custody to appear in Alberta Court of Justice in Okotoks on Sept. 18, 2026.

The passenger, Jonathan Meakin (37), a resident of Calgary, has been charged with the following:

- Flight from police
- Dangerous driving
- Possession of stolen property over \$5000
- Mischief over \$5000
- Mischief under \$5000
- Possession of a weapon for a dangerous purpose
- Possession of a prohibited weapon
- Fail to comply with conditions of release order
- Possession of a prohibited weapon

After a Judicial Interim Release Hearing, Meakin was remanded into custody to appear in Alberta Court of Justice in Okotoks on Sept. 18, 2026.

Staff Sergeant Mark Wielgosz, Strathmore RCMP Detachment Commander, states, "This response demonstrated effective coordination between multiple agencies and detachments to safely apprehend individuals who posed a significant risk to public safety. It also highlights the dedication and professionalism of our frontline members in working to keep our rural communities and residents safe. In this case, two individuals were involved in a crime spree that had a significant impact on several rural residents and communities. Through the coordinated efforts of our frontline members and partner agencies, these individuals were safely apprehended. While in custody, they will not be able to inflict further harm or damage to the communities we are committed to protect and serve."

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AXON APP



Business

Winning the Tourist Game

by JEFF MCLARTY - FOCAL POINT EDMONTON

Every small town I know has a complicated relationship with tourists.

They are a key source of business for the gas station, the campground, the cafe, the motel with 12 rooms and a hand-painted vacancy sign — a lot of these businesses are not running on local traffic alone. They're running on people passing through, people out working, people out for the weekend, people in town for the rodeo or the ball tournament or the fishing. Those people bring dollars and demand back into the local economy in a very real way.

The downside is they also tend to bring lineups, questions, impatience, and a set of expectations that came from somewhere else. Rodeo weekend triples your volume but also doubles your headache. By Sunday afternoon everyone behind a counter is running on fumes and quietly looking forward to the town going back to normal.

Most people think that these big weekends are what drive local tourism traffic and to an extent that's true, but there is a hidden driver in rural tourism that is very easy to miss. The reason? It's that tourists tend to stand in the same line as the local customers, but they make the decision on whether to come back very differently.

Keeping the local market

One of the main differences between business in a large centre and business in a small one is how much customer experience actually drives repeat traffic. When you're the only place in forty minutes that sells the thing, your local customer doesn't have much of an alternative. They can be unhappy with you and still be back on Thursday, because what's the option — drive an hour each way to make a point?

Over time, this makes it easy for a certain standard to settle in: this is how we do it here. Take it my way or don't take it. That's not a character flaw, it's what happens when the competitive pressure that normally shapes service simply isn't as present.

With no real alternative, local traffic gradually comes to accept "good enough." After all, when you live in a smaller centre, you can and will see everyone in town again, so second, third, and fourth chances tend to be a functional necessity of getting along in the community.

Why keeping the tourist market is different

The tourist is a different animal entirely, and not because they're fussier by nature.

They tend to seem fussier because they often come from bigger centres, where competition has quietly raised the baseline of what service is supposed to look like.

They also have something your locals don't: a real choice. And because their buying cycle is spread out over months or years, you rarely find out they've made it.

Your brother-in-law will complain to your face and keep coming in anyway. The camping cousin from Calgary won't complain at all. He'll be perfectly pleasant, pay, get in the truck, and mention to his wife somewhere around the highway turnoff that maybe they should pick a different stop next time. And that's it. That's the whole review. You will never see it.

You didn't lose him on a bad day, either. Usually there wasn't a bad day. There was slow service on a busy Saturday, a washroom key nobody could find, a sign in the window that said the hours but not really, a kid behind the counter who never looked up. Individually, nothing. Collectively, a decision.

So people start planning around you. They fill up in the town before yours, because your pumps were down that one time. They pack a cooler, because the cafe was closed when the sign said open. They take the other highway, because it's about the same and there's a decent stop on it.

None of that shows up as a complaint. It shows up as a season that felt a little quieter than last year, and you put it down to the weather, or the economy, or the price of fuel.

It's almost impossible to see, because there's no single moment where it happens. Erosion doesn't announce itself. It just eventually changes the shape of the land.

How do you win the tourist game?

It would be easy to assume that attracting tourists takes too much time or money, or some elaborate change to the way you do business. It doesn't. It mostly takes recognizing that tourists have different needs than your loyal locals do. Simple things that may only be minor annoyances that locals overlook can have a much bigger impact on your repeat tourist traffic over the long term.

It's also important to recognize that tourists have longer buying cycles, but it is still a cycle. It's easy to assume that because you don't remember seeing someone before, you'll never see them again. The reality is that most people are creatures of habit.

They might not come in every week, but they probably take the same fishing trip every year, attend the same tournament or visit the same family every couple of months. So over time, most people will be in the area again on some type of cycle, and most will remember how their experience was last time, so it does add up. It's just a larger numbers game with a longer gap between visits.

Most important is to keep in mind that tourists rely on information about you to be consistent and available. They depend on you being open when your website says you are, and on being able to find what they need to know before they get there. And for them, service isn't a nice-to-have — it's most of what they'll remember when they decide where to stop next time.

Because they may be a first-time visitor today, but they'll be back next week, next month, or next year — unless you give them a reason not to.

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OLD BUILDING *continued from page 01*

The Station activities (Connect. Play. Belong.) ranging from pool, ladies night, games night, teen night, and the community supper every third Thursday.

Quebec court replaces prison term in aggravated assault case

by KCJ MEDIA GROUP

The Quebec Court of Appeal has replaced Macdala Monfiston's four-year prison term with a conditional sentence of two years less a day after she pleaded guilty to aggravated assault.

Monfiston repeatedly struck a stranger and bit her forehead and arm during an attack outside a bar. The bite to the victim's forehead left a prominent scar.

The court said the original sentence did not adequately account for its effect on Monfiston's four dependent children and her ability to appeal a possible deportation order.

This ruling adds to Canadian cases in which courts have reduced sentences after considering immigration consequences or the race of the offender.

SANDY POINT *continued from page 02*

management if safety issues develop.

The marina and gas bar were first approved in 2021. A three-year renewal and building expansion followed in 2023.

The County reported no complaints about the marina operation during the five years it has been approved. One complaint was received in 2025 about noise from a generator connected with an approved food concession. County staff

determined the operation complied with its permit.

Because the property is within the Sandy Point Direct Control District, council was responsible for deciding the application. The decision cannot be appealed to the Subdivision and Development Appeal Board, although it may be challenged through judicial review.

Alberta Decides *continued from page 04*

A lawful separation itself would require negotiations. The federal Clarity Act says provincial secession would require a constitutional amendment and negotiations involving the federal government and all provinces. Transportation corridors, borders, pipelines, trade agreements and the division of federal assets would likely form part of a much larger settlement.

The practical question is therefore not whether a landlocked Alberta could trade. It could.

The unanswered questions are how much access would cost, how quickly agreements could be completed and what protections Alberta could obtain against future political or commercial disruptions.

BASHAW *continued from page 03*

The assessment would help each municipality identify current community needs, gaps in available services, regional trends and opportunities to work together. Residents, service providers and community organizations would be invited to provide input.

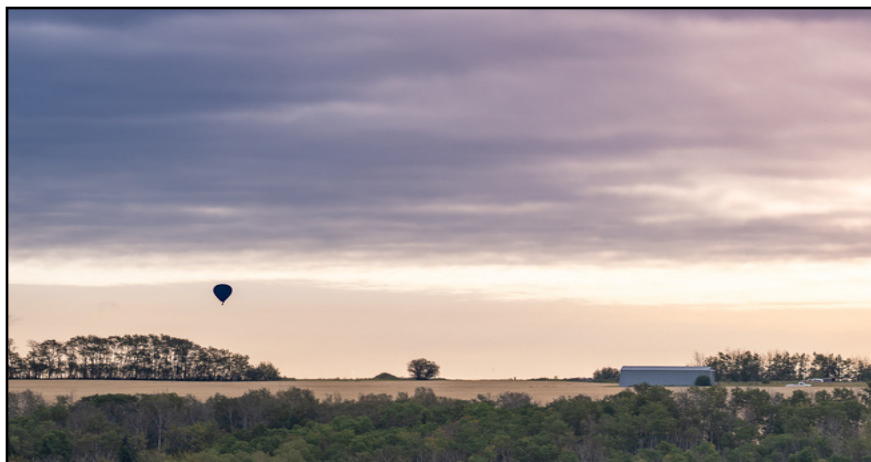
The proposed application would request approximately \$70,000 for consultation, data analysis, plan development, facilities, mileage, honorariums and related expenses.

The grant requires municipalities to contribute 10 per cent of the project's cost. The approximately \$7,000 contribution would be divided among the three partners, leaving Bashaw with an estimated share of \$2,333.33.

Administration told council a regional assessment could reduce local costs, allow Bashaw to compare its needs with regional trends and identify services or supports that could be shared among the municipalities.

The 2026-27 Alberta Community Partnership guidelines place greater emphasis on core infrastructure projects, although other types of municipal projects remain eligible.

"My opinions may have changed, but not the fact that I'm right."
— Anonymous



Quiet Skies Over the Country Side

A hot air balloon drifts over golden fields of the Central Alberta farmland as soft light breaks through the clouds of an early fall morning.

Photo by : Alicia Lineham / Iron Roots Photography/ Red Deer County, AB
ironrootsphotography.ca

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