

HALIFAX CAR POOL PROJECT

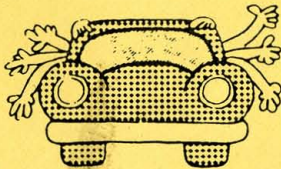
The Ecology Action Centre has been awarded an L.I.P. grant of \$15,300.00 to implement and evaluate a car pool project for the downtown core of Halifax. The Centre has hired 3 people to work full-time and 2 people to work part-time on the project, which will go until June 30, 1977.

The project will involve the introduction of various car pooling methods to employment centres in the central business district. With Maritime Tel and Tel centralizing their staff and equipment into one small area of the downtown, the resultant transportation and parking problems for the M.T. and T. employees will be critical. Other major employers, such as the Department of National Defence (HMC Dockyard) with 8,000 employees, the Province of Nova Scotia with 2,092 employees and the City of Halifax with 715 employees, will be approached.

Many people are aware of the critical necessity to conserve energy and, with fuel prices rising, they would also like to save money. It takes considerable skills for a company or a group of individuals to begin a car pool. It is hoped that through the project the Centre will be able to facilitate the initial phase of car pooling in Halifax.

The project is a result of the Centre's long-standing interest in fostering more energy efficient urban transportation and increasing public awareness of concrete action that can be taken to achieve this end.

We will keep you informed as to the progress of the Car Pool Project in future issues of Jusun.



CHEMICAL SPRAY REJECTED; BETTER MANAGEMENT EMPHASIZED

On February 3rd, the Nova Scotia cabinet decided not to use a chemical spray against the spruce budworm in Cape Breton. This, in part, was based on extensive efforts by Ecology Action Centre and the Cape Breton Landowners Against the Spray to keep the issue before the public - through the press, radio and television. Such increased public awareness, together with serious investigation into all aspects of a spray program by the Nova Scotia Departments of Environment and Lands and Forests, as well as the efforts by the Nova Scotia Medical Association to look into the health hazards of spray chemicals, caused the cabinet to rethink and to finally reject a spray program.

Assessing the process, we can find certain very encouraging aspects of the manner in which the decision was reached. It was clear who was making the decision and when they were making it. There was sufficient time for relevant information to be widely discussed in the media and for citizen input and feedback to the politicians. This keen grassroots involvement in decision-making is, in our estimation, a true example of one form of real and responsible democracy - a process of which we, as Nova Scotians, can be very proud.

Much credit goes to the Honourable Vincent MacLean, joint minister of the Nova Scotia Departments of Environment and Lands and Forests. Mr. MacLean has done a commendable job of informing himself and his colleagues on the question. This has involved his contact with experts in the fields of medicine, chemistry, commerce

and environment. He exposed the cabinet to an intensive two-day seminar on spruce budworm to gain a broader understanding of the problem. Mr MacLean has made a sincere effort within his own departments to base his decision on the best data available. We would like to recognize Mr. MacLean's concern by awarding him an Ecology Action Centre Sunshine Award and thank him with a 1977 membership in the Centre.

Ecology Action Centre has had a long-standing interest in forest management practices and has done several research projects in the area. It would be timely to organize a volunteer committee from our membership to work on resource management issues. Interested people should contact the coordinator.

OUR FORESTS...



... WORTH PROTECTING

Please note, the time has run out on many of our members' subscriptions to the Centre. We would greatly appreciate if those of you who have not already done so would send in the fee. It is a minimum of \$5.00, which includes your subscription to JUSUN.



ALL ABOARD FOR THE 7:15

by Eric Hustvedt

On days like today (Jan. 17 snowstorm), I have a dream:

The shuttle bus comes by my door in Mount Denson in time to get me to the Windsor train station for the 7:15. I pay my \$2, take my seat, talk with friends, read the paper, get an early start on work or simply enjoy the scenery no matter what the weather. At Bedford, Dartmouth workers take a shuttle bus to the east side of the harbour. More commuters get off (and on) at Rockingham and Armdale, before the train gets into the CN station at 8:30 -- plenty of time to walk downtown or catch a bus to another part of the city. A shuttle operates to the Dartmouth Ferry. There is also a 6:15 from Windsor in the morning, and return trips leave at 4:30 and 5:30 in the evening.

UNFORTUNATELY, it doesn't work this way. My situation is typical of the thousands of commuters who travel to work in the City every day. I get up at 6:15, half an hour later I drive into Windsor (3 miles) to catch a carpool that usually (weather permitting) gets into Halifax at 7:55. I then take a transit bus, getting downtown about 8:20. The return process starts at 4:15 and ends at 5:50.

I'm certainly not alone in my madness. In growing number, workers are coming from Kentville, Wolfville, Bridgewater, Chester, Truro, etc.

Well, why not take the bus? The Acadian Lines Bus goes right by my door and a one way fare to Halifax costs \$2.90, reasonable enough for the occasional trip. Trouble is, it goes by at 9:10 and gets to Halifax terminal at 10:45, a little late to get to work on time. The return trip is a bit more useful, leaving at 6:30 p.m. There are similar schedules from Truro and Bridgewater.

Why not take the train? The train does not go by my door nor will it stop in Mt. Denson on its way through. If I catch it in Windsor at 7:55, I can pay \$5.10 (one way) to get to Halifax by 9:10, somehow just a little bit too late to be useful even to a sprinter on flexible hours. And even if you do have the speed time and money, you mustn't live on the South Shore. Passenger train service there is non-existent.

It's a pretty bleak picture and it seems to be getting worse not better. CN instituted a commuting rate (though not at commuting hours) for Windsor Junction. Yet this service, only begun recently, will soon be phased out, according to a ticket salesman at Halifax terminal.

The train lines, government policy and public attitudes have yet to come face to face with the financial, ecological, and mental (traffic jams!) cost of a car and

highway policy as opposed to an integrated system of transportation in which trains would play a major part.

On the personal level, cars are expensive to own and operate. According to Statistics Canada, the average Halifax family spent \$1516 in that direction in 1974. Imagine how much more a commuter would have to spend on gas, repairs and depreciation. On the use of tax dollars, the present car-highway system is also expensive. In summarizing an argument from Julius Lukasiewicz's book *The Railway Game*, a *Globe and Mail* reviewer paraphrases: "Other forms of transportation operate with publicly maintained infrastructures while, for the sake of so-called competition, he says, railways must have their own." (Jan. 4, 1977, p. 5).

Yet the federal government seems bent on making passenger service an exclusively Central Canadian phenomenon; the train lines would like to operate a freight service only; and the public are told that passenger trains can't support themselves (and don't want to give up the so-called freedom of individualized transportation anyway).

So what to do? Read up on the subject (this Lukasiewicz book sounds pretty good), send along your conclusions to your local officials, MLA's, MP's. Perhaps the answer lies in an integrated system financed by three levels of government. Perhaps the Highways Department should become the Provincial Transportation Department. Gear up to make it a political issue in the next elections. (One would think it would be an attractive political issue in these parts, drawing on ecologists, cost-efficiency experts, and those who remember the hey-day of passenger train travel.)

An organization always helps to promote a cause, so if you're interested in doing something about developing a commuter service (on the road to a comprehensive transportation policy) from signing a petition to financing the entire operation, send a note to the Ecology Action Centre and let's get together on it.

In the meantime, do what you can in the way of carpools. The City of Halifax is trying to line up riders and drivers through 429-2221.

See you in the clubcar!

Mackenzie Valley Pipeline: Its effect on the North and Southern Canadians



Halifax Native Peoples Support Group is sponsoring a meeting to discuss the Mackenzie Valley Pipeline on March 9, 1977 at 8:00 p.m. at the Diocesan Centre, 5732 College Street, Halifax. A film will be shown and a resource person from the North West Territories will be present. Everyone is welcome to attend.

The Dene Declaration

We the Dene of the N.W.T. insist on the right to be regarded by ourselves and the world as a nation.

Our struggle is for the recognition of the Dene Nation by the Government and people of Canada and the peoples and governments of the world.

As once Europe was the exclusive homeland of the European peoples, Africa the exclusive homeland of the African peoples, the New World, North and South America, was the exclusive homeland of Aboriginal peoples of the New World, the Amerindian and the Inuit. The New World like other parts of the world has suffered the experience of colonialism and imperialism. Other peoples have occupied the land — often with force — and foreign governments have imposed themselves on our people. Ancient civilizations and ways of life have been destroyed.

Colonialism and imperialism is now dead or dying. Recent years have witnessed the birth of new nations or rebirth of old nations out of the ashes of colonialism.

As Europe is the place where you will find European countries with European governments for European peoples, now also you will find in Africa and Asia the existence of African and Asian countries with African and Asian governments for the African and Asian peoples.

The African and Asian peoples — the peoples of the Third World — have fought for and won the right to self-determination, the right to recognition as distinct peoples and the recognition of themselves as nations.

But in the New World the Native peoples have not fared so well. Even in countries in South America where the Native peoples are the vast majority of the population there is not one country which has Amerindian government for the Amerindian peoples.

Nowhere in the New World have the Native peoples won the right to self-determination and the right to recognition by the world as a distinct people and as Nations.

While the Native people of Canada are a minority in their homeland, the native people of the N.W.T., the Dene and the Inuit, are a majority of the population of the N.W.T.

The Dene find themselves as part of a country. That country is Canada. But the Government of Canada is not the government of the Dene. The Government of the N.W.T. is not the government of the Dene. These governments were not the choice of the Dene, they were imposed upon the Dene.

What we the Dene are struggling for is the recognition of the Dene Nation by the governments and peoples of the world.

And while there are realities we are forced to submit to, such as the existence of a country called Canada, we insist on the right to self-determination as a distinct people and the recognition of the Dene Nation.

We the Dene are part of the Fourth World. And as the peoples and Nations of the world have come to recognize the existence and rights of those peoples who make up the Third World the day must come and will come when the nations of the Fourth World will come to be recognized and respected. The challenge to the Dene and the world is to find the way for the recognition of the Dene Nation.

Our plea to the world is to help us in our struggle to find a place in the world community where we can exercise our right to self-determination as a distinct people and a nation.

What we seek then is independence and self-determination within the country of Canada. This is what we mean when we call for a just land settlement for the Dene Nation.

WRECK COVE UPDATE

by Alan Ruffman

CHETICAMP RESERVOIR COULD EXTEND INTO NATIONAL PARK

A land survey by the Nova Scotia Power Corporation shows that there is insufficient land for its Wreck Cove Hydro Electric Project in the Cheticamp Lake area. It appears that the Corporation may want to take another chunk of the Cape Breton Highlands National Park. Ecology Action Centre called upon the Honourable Warren Allmand, federal minister in charge of Parks Canada, to maintain the integrity of the present park boundaries and not to relinquish a further square meter to the power project.

When the hydro electric project was originally conceived in 1956, partial arrangements were made to remove a portion of the Cape Breton Highland National Park surrounding Cheticamp Lake. It was felt that this lake was required as a reservoir. As a result, an official amendment to the National Parks Act was made on July 25, 1958 to remove the "chunk" along the southern boundary of the park. It is this prominent indentation into the southern boundary that is so obvious on current maps of Cape Breton.

The 1958 legal description in the act amendment was based on air photo survey maps. This summer, land surveys were carried out on the land that is to be used for the Cheticamp reservoir. The Nova Scotia Power Corporation and the Nova Scotia government now find themselves in the incredibly embarrassing position of not having enough land.

The Cheticamp reservoir as it is presently planned will in fact intrude into the National Park and indeed the present boundary will at times be 15 feet under water. The size of the proposed reservoir was underestimated by approximately 350 acres.

The Nova Scotia Power Corporation appears to have four options open: (1) the deletion of the entire Cheticamp reservoir and reinstatement of this land to the National Park - as recommended by a number of environment groups; (2) reduction of the level of the reservoir, which could well make its construction an uneconomical adjunct to the project; (3) construction of a very costly dam outside the present park boundary to protect the park highlands from flooding, and (4) a return to the Parliament of Canada for another amendment of the National Parks Act respecting the boundaries of Cape Breton Highlands National Park.

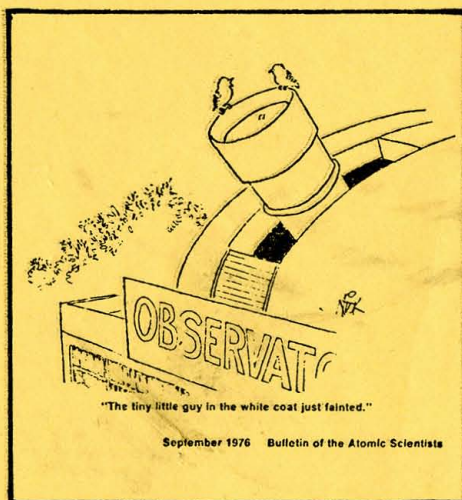
The first option, that of returning the land to the park, was recommended by Ecology Action Centre in March, 1975. At that time the Centre recommended that serious consideration be given to "the possibility of deleting the Cheticamp Lake area from the project and returning it to the Cape Breton Highlands National Park."

Serious questions were raised by the original version of the MacLaren Preliminary Report on Environmental Assessment in 1974 as to the necessity of the Cheticamp reservoir.

The raised bog in the Cheticamp area is unique in the National Park system and has not been represented anywhere else in Nova Scotia. When the project was reactivated in late 1973, the plans still called for the use of the Cheticamp reservoir and negotiations on the land trade recommenced with Parks Canada wanting in exchange a portion of land north of the park. Cape Breton opposition to this exchange resulted in an as yet unwritten and unfinalized agreement to exchange the Cheticamp Lake area for the provincially owned LeHavre Islands.

In view of the present predicament, it is the position of Ecology Action Centre that this entire issue regarding the Cheticamp reservoir be publically discussed by the Nova Scotia Power Corporation with full economic and environmental documentation.

Of all the options, we anticipate the Nova Scotia Power Corporation will seek what may appear to be the easiest route - that of going back to Parliament for more of the park. Ecology Action Centre has called upon the Honourable Warren Allmand and the people of Canada to defend the Cape Breton Highlands National Park from further land losses and disruption.



E.A.C. QUESTIONS THE ROLE OF THE MARITIME ENERGY CORPORATION

by Susan Holtz and Susan Mayo

The following is the substance of a news release by Ecology Action Centre regarding the proposed Maritime Energy Corporation announced Tuesday, February 8, 1977, by the Council of Maritime Premiers and the Federal Energy Minister, Allistair Gillespie.

Ecology Action Centre feels that such a regional authority could be a step toward rational management of electrical genera-

tion and transmission. But it could also distort energy policy planning and inhibit public participation in important energy decisions.

A key question is whether a Maritime Energy Corporation represents a *de facto* step toward a centralized, all-electric energy scenario. Some electric utilities regard electricity as the "fuel of the future". They envision expanded electricity use as the solution to the depletion of fossil fuels. Ecology Action Centre, on the other hand, sees electricity as a minor component of the energy picture. In Nova Scotia, of our total energy consumption, electricity now represents only 10 per cent. Appliances, welding, lighting and electronics are suitable applications for electricity, whereas solar energy could be widely and efficiently used for heating hot water and buildings. Efficient, appropriate and usage should be a major criterion in a rational energy policy.

A second area for consideration is whether the Maritime Energy Corporation will be outside public debate on significant energy decisions. Will such a body be directly regulated by a maritime public utilities commission? The Nova Scotia Power Corporation's rates and capital expenditures must be approved by the Nova Scotia Public Utilities Board, which can hold open public hearings. Environmental and economic debate about major projects such as a nuclear plant or tidal power must take place in a responsible, open manner in the public arena. Moreover, Ecology Action Centre considers that public involvement in energy policy development as well as specific project impact assessment must be encouraged.

The choices that can be made range from emphasizing a centralized electrical system to a combination of decentralized, varied technologies such as wood, wind and solar energy. Different scenarios have significantly different consequences in terms of social and land use planning, capital requirements, industrial and economic development and impact on the environment. We strongly feel that no energy authority should be independently making choices which have such major implications for the people of the region.

Although regional coordination could help improve overall efficiency, it is far from clear that it can ever reduce power rates.

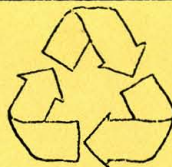
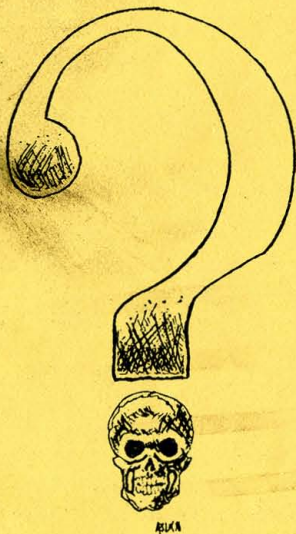
Finally, a myriad of jurisdictional questions remain unanswered. Will "wheeling charges" for transmitting power generated elsewhere be imposed on local power corporations? Will the maritime energy authority regard as foremost the sale of electricity for profit making (for example to the New England states) or will meeting the region's needs be its primary consideration?

Rate design in local utilities traditionally encouraged electricity use through lower unit cost for high consumption. If the three provinces have different goals in energy policy, will the Maritime Energy Corporation play any role in harmonizing different objectives, for example in energy conservation?

**Fred H. Knelman's
NUCLEAR ENERGY: THE
UNFORGIVING TECHNOLOGY**

In **Nuclear Energy**, Dr. Fred Knelman, a pioneer in public interest science in Canada, comes down hard on the side of the right of Canadians to decide for themselves on the crucial matter of energy futures. He exposes bias, conflict of interest, and deliberate misinformation on the part of those who have been making our decisions for us. He shows that nuclear energy is costlier, more dangerous, less efficient, and less dependable than any of several alternative energy systems - and that it is ultimately unnecessary.

If you are interested in obtaining a copy of **Nuclear Energy**, please write to Ecology Action Centre. We are selling it for \$3.00.



DARTMOUTH PAPER DRIVE

To Whom It May Concern -

The Senobe Aquatic Club continues with its programme of paper recycling.

We have now recycled 100 tons of paper products or 1700 trees saved or \$1,000.00 raised.

We are happy with our endeavours but would certainly be pleased to receive more paper from the citizens of Dartmouth.

A great deal of paper is still being neatly tied, placed for garbage pickup and sent to the dump. It doesn't do anyone any good there as you know.

Could you again advertise us in your bulletin. **Location:** 52 Raymoor Drive, left off #7 Highway or Main Street - past the K-Mart.

Paper can be left in the garage anytime or on the truck the first and third weekends of the month. Thank you.

Sincerely,
Billie Mowat

We need volunteers to do typing either in our office or at home [but within easy distance of getting the typing to you]. If you can spare an hour a week to help us out, please phone the Centre at 422-4311 or drop us a note.

**AIR POLLUTION CONTROL
ASSOCIATION
70TH ANNUAL CONFERENCE
TORONTO, ONTARIO,
JUNE 20-24, 1977**

An anticipated 4,000 international authorities on air pollution control will attend the 70th annual conference and exhibition of the Air Pollution Control Association at the Sheraton Centre Hotel, Toronto, June 20-24, 1977.

The conference is the largest of its kind held annually in North America, comprising representatives from many sectors of industry, science, medicine and government.

During the four-day conference more than 200 technical papers and panels will examine every facet of air pollution abatement. The conference will begin with a keynote session the afternoon of June 20 and continue daily until noon June 24.

Copies of the preliminary program, to be published in early March, and registration forms may be obtained by writing to: Public Relations Department, Air Pollution Control Association, P.O. Box 2861, Pittsburgh, Pa. 15230.

JUSUN is the MicMac word for "wind". It also contains our English word "sun". As wind is the active agent of solar energy it is hoped that the JUSUN will serve as a medium for voicing environmental concerns throughout the Maritimes.

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Membership Form

I wish to join the Ecology Action Centre and receive free copies of JUSUN, the E.A.C. newsletter. All payments are tax deductible. Mail your cheque to Ecology Action Centre, Forrest Building, Dalhousie University, Halifax, Nova Scotia.

- \$2.00 High-school student membership
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