

LOCAL

CONTACT THE
CAPE BRETON
POST

capebretonpost.com

Address:
365 Bloor Street East Toronto,
Ontario, Canada M4W 3L4

News Tips:
cbpost.news@postmedia.com
Letters to the editor
cbpost.letters@postmedia.com

Editorial:
Managing Editor:
Carl Fleming
cfleming@postmedia.com

Assistant Managing Editor:
Greg McNeil
gmcneil@postmedia.com

Advertise with us
Digital/Print/Inserts:
postmediasolutions.com/contact

Classified Advertising:
pniclassifieds@postmedia.com

Obituaries:
atlantic.remembering.ca

Customer Service Inquiries:
pniatlanticsupport
@postmedia.com
782-800-6536

Digital Subscription Support:
pniatlanticdigital
@postmedia.com

All material in this publication is the property of PNI Atlantic News, a division of PNI Maritimes LP ("Publisher"), and may not be reproduced in whole or in part without prior consent of the Publisher. The Publisher is not responsible for statements or claims by advertisers. The Publisher shall not be liable for slight changes or typographical errors that do not lessen the value of an advertisement or for omitting to publish an advertisement. Liability is strictly limited to the publication of the advertisement in any subsequent issue or the refund of any monies paid for that advertisement.

The Cape Breton Post is a member of the National News Media Council, which is an independent ethical organization established to deal with editorial concerns. Published by the Cape Breton Post, a division of Postmedia Network Inc. For more information or to file a complaint go to mediacouncil.ca or call toll free 1-844-877-1163.

Canada

The Local Journalism Initiative is funded by the government of Canada.

INDEX

YEAR REVIEW A2-A4, A10-A11
CAPE BRETON A6-A7, A16
PROVINCE A8, A14
CANADA A12
OBITUARIES A13-A14
NEWS A13
ATLANTIC LIFE A15
WEATHER A16
OPINION B1-B4
SPORTS B5-B7
ATLANTIC SKIES B8
PUZZLES/COMICS B9-B16

TODAY IN
HISTORY

1937: Mae West performs an Adam and Eve skit that gets her banned from NBC Radio for indecency.

1945: International Monetary Fund and International Bank for Reconstruction and Development are formally established with the signing of articles of agreement by member countries, ratifying Bretton Woods Conference findings based on ideas of economists Harry Dexter White and John Maynard Keynes.



Vehicles slowly move along Kings Road in Sydney River on Sept. 3 as work continues between the Kenwood Drive roundabout and the approach to the Keltic Drive roundabout. CHRIS CONNORS

2025'S TOP NEWS STORIES

CBRM traffic chaos, backlash over gun buyback top news stories of year

IAN NATHANSON

All quiet on the Eastern Canadian front? Not necessarily so in 2025, especially as it pertains to Cape Breton.

Traffic chaos. Backlash over a federal gun buyback pilot. A third attempt at a proposed golf course inside West Mabou Beach Provincial Park. Federal election riding chaos. And yet amid the madness, Cape Breton University's new medical campus welcomed its first 30 students.

These and several more news-related items caught the attention of Cape Breton Post readers over the past 12 months.

After some inner back-and-forth chit-chat, we can now reveal what we believe to be the year's most notable stories that generated attention outside our chit-chat circles.

1. TRAFFIC CHAOS

The Sydney River roundabout intersecting Kings Road, Kenwood Drive and Rose Court opened with minimal fuss in January.

Fast forward to September, when construction ramped up on the second roundabout at the Kings Road-Keltic Drive intersection.

Narrowing Kings Road to one lane in either direction between Kenwood Drive and the Kings Road-Inclusion Drive roundabout (near the Value Check Plaza) brought daily traffic to a near standstill, particularly during morning and evening commutes — and with traffic lights at the Kings Road-Keltic Drive intersection still operational.

But before you say, "Just a little inconvenience," work was simultaneously going on repaving portions of Highway 125 westbound just before Exit 6 (to Sydney River, St. Peter's and Kings Road), around the intersection of the 125 at Grand Lake Road, along Grand Lake Road near Cape Breton University, and George Street between Byng Avenue and Cromarty Street.

In a community that doesn't normally deal with significantly high

levels of traffic gridlock — certainly in comparison to areas around the Halifax Regional Municipality, especially when both bridges between Halifax and Dartmouth face temporarily shutdowns — getting in and out of parts of Sydney between September and December proved to be a real pain in the asphalt, so to speak.

"They should never have done everything all at once in the Sydney area. It's causing major problems for the after-school programs and activities. (It's) not nice when you're stuck in traffic and your child is waiting to be picked up from sports," resident Christina MacNeil told the Post's Nicole Sullivan in a mid-September interview.

Sydney Mines resident Wayne O'Toole also told Sullivan he found out the hard way how much all that road construction would usurp his time.

What O'Toole estimated would normally be an hour-and-a-half drive in total — from his Sydney Mines home, a stopover at Nova Scotia Community College's Sydney Waterfront Campus to pick up his son, out to the McCurdy Sydney Airport to drop off his sister then back to Sydney Mines — ended up on one construction-heavy mid-September day taking four hours.

"Coming from the Northside faces several major road construction projects which should have been staggered not simultaneous, especially with school now open," O'Toole said at the time.

"The other day, there were projects in three spots on the 125: Kings Road, George Street and (the) Sydney-Glace Bay Highway. To pick my son up at NSCC and drop my sister off at the airport at 3:30 p.m. and get home took four hours. I could drive to Halifax in four hours."

MacArthur School of Dance owner Kelly MacArthur lives on Kings Road in Sydney, and one of her children attends Cape Breton University.

She told Sullivan there could

have been better ways to deal with all the needed road construction.

"It's great to finally have some roadwork, but they could seriously have done better planning so that all three major routes are not interrupted at the same time," MacArthur said.

"In Europe, they do all major roadwork overnight. The timing and planning needed to be much more organized. Drivers can't even get to an alternate route with Kings, Alexandra, Cottage and the highway tied up," she said.

"The first day of school at CBU, the roadwork ends up being right in front of the main entrance. We were held up in the parking lot for over an hour, completely stagnant. C'mon! The first week back. Do better."

After months of roadwork, the Highway 125 repaving and line painting is now complete. Same for the Kings Road-Keltic Drive roundabout, which finally opened in early December.

And according to CBRM spokesperson Jenna MacQueen, the aforementioned George Street construction was slated to be completed by Christmas Day.

So far, the only other CBRM-related construction project, according to the province's Public Works department, involves repairs to the Campbell Brook Bridge on Keltic

Drive in the North West Arm area. A detour is in place via Route 305 to North West Arm Road to Route 239 to Route 305.

That project is anticipated to be complete at the end of July 2026.

2. FEDERAL GUN
BUYBACK BACKLASH

It all started with federal Public Safety Minister Gary Anandasangaree's Sept. 23 announcement of a federal buyback program aimed at gun owners who possess one of the more than 2,500 firearm makes and models considered prohibited since May 2020.

In that same announcement, Anandasangaree also mentioned a pilot of the new program would be tested out in co-operation with the Cape Breton Regional Police over a six-week span.

The pilot aimed at voluntarily collecting up to 200 assault-style firearms from individual owners in North Sydney, Sydney and Glace Bay.

Legal gun owners in the region, however, strongly felt the program was unfairly putting a "criminal" target on them. That outrage prompted a peaceful rally for Oct. 2 outside regional police headquarters on Grand Lake Road, with a reported 250-plus people participating.

SEE CBRM ON A3



From left: David Morrison of Leitches Creek, Margaret Poirier Stevens of Inverness and Bernadette Poirier of Inverness stand facing the traffic along Grand Lake Road with other protesters gathered outside Cape Breton Regional Police headquarters in Sydney to protest the federal gun buyback program on Oct. 2. NICOLE SULLIVAN



NOVA SCOTIA ENERGY BOARD

NOTICE OF PUBLIC HEARING

NOVA SCOTIA POWER INCORPORATED (NS Power) has made an application to the Board for approval of approximately \$284.0 million of its **ANNUAL CAPITAL EXPENDITURE (ACE) PLAN** for 2026 which totals \$702.1 million. This matter will be considered in a public hearing as follows:

Hearing starts: Tuesday, April 21, 2026
9:00 a.m.
(Continuing Wednesday, April 22, 2026, if necessary)

Evening Session: Tuesday, April 21, 2026
7:00 p.m.

Hearing Location: Office of the Board
Summit Place, 3rd Floor
1601 Lower Water Street
Halifax, Nova Scotia

Depending on the circumstances, this public hearing may be held by video conference.

Board Hearings are open to the public and you may participate as follows:

- You may listen to the live hearing by visiting the Board's website at <https://nserbt.ca/nseb> and selecting the "Listen to Live Hearings" option. This will enable you to see the electronic document display as well as hear the audio of the proceeding.
- You may speak at the hearing. You must notify the Board by **Wednesday, April 15, 2026**.
- You may make written comments by sending a letter to the Clerk of the Board at P.O. Box 1692, Unit "M", Halifax, NS B3J 3S3, or secure file transfer service by visiting <https://board.titanfile.com/NSEB/>, or by fax at (902) 424-3919 by **Wednesday, April 15, 2026**.
- You may request formal standing as an Intervenor, subject to Board approval. This will allow you to present evidence or cross-examine witnesses. Your request must be received by the Board by **Monday, January 5, 2026**, and a copy of your written evidence by **Monday, March 2, 2026**.

A copy of the Application and any timetable applying to this matter may be viewed on the Board's website at <https://nserbt.ca/nseb>, by clicking on "Matters & Evidence", and in the "Go Directly to Matter" search box, enter Matter No. **M12619**, and on NS Power's website at www.nspower.ca.

Halifax eager for Dartmouth Cove response

Property owner prepares to start work

GEORGE MYRER

While visions of sugar plums danced in the heads of HRM residents, the mayor and Nova Scotia's minister of municipal affairs settled in for a long winter's flap.

In a Dec. 23 letter, Halifax Mayor Andy Fillmore responded to questions from Municipal Affairs Minister John A. MacDonald about Dartmouth Cove Special Area amendments.

Fillmore's response was delivered with a sense of urgency, as one of the property owners has stated their intention to start work on one of the water lots in the new year.

"As I expect the Deputy Minister has advised you, one of the property owners has stated their intention of starting work on one of the water lots on January 5, 2026," stated Fillmore's letter to the province.

"While I hope the above has satisfied your concerns, Regional Council has directed that HRM seek Judicial Review of the amendments in order to protect the Municipality's position if this uncertainty around them is not resolved within the limitation period. Having said this, I remain hopeful that the matter can be resolved without further delay in any event."

Sam Austin, the Dartmouth Centre councillor, said the municipality received a letter in December from Bruce Wood, chief financial officer of Atlantic Road Construction and Paving Ltd., stating the company wanted to build a road on its property on Jan. 5.

However, Austin said, the municipality won't approve the company's request.

"HRM replied, saying, 'You don't have the right to cross our property to do that.' We have issued a notice under the Protection of Property Act to say you can't come through our property to do that," Austin said Monday.

CHRISTMAS
CORRESPONDENCE

In a Dec. 22 letter, the province acknowledged that HRM's legal opinion dated Nov. 28 had addressed its concern regarding the municipality's authority to regulate the act of infilling, but it identified three problems that needed to be addressed as conditions specified in the minister's amendments.

The province requested that HRM provide explicit legal authority confirming that the lands within the 1962 Dartmouth City Charter boundaries were incorporated into HRM as part of amalgamation.

Nine parcel identification numbers (PIDs) are part of the Dartmouth Cove Special Area, with six registered in the Halifax Land Registration District. The province asked HRM to clarify its assertion that the remaining three PIDs also fall within HRM's municipal boundaries.

The province's third condition requested confirmation from Justice Canada that none of the measures in the amendments infringe on the jurisdiction of the federal government. HRM was asked to confirm whether a formal request was made to Justice Canada for this review.

The municipality's response said the Town of Dartmouth was incorporated post-Confederation in 1873 under an Act to Incorporate the Town of Dartmouth, Chapter 17 SNS, 1873. Section 1 provides that the boundary of the town extended 300 feet into the harbour along the Dartmouth waterfront.

"The Statutory language confirming that these lands were incorporated into HRM is set out in an Act to Incorporate the Halifax Regional Municipality, Bill 3 of the Statutes of 1995 at Section 20(1), which establishes the boundaries of the Regional Municipality as the boundaries of the 'County of Halifax,'" stated the mayor's letter.

HRM also asserted that the three



A cyclist passes a banner along a Dartmouth Cove harbour trail in September. TIM KROCHAK

PIDs in question fell within the municipal boundary based on their location within Dartmouth in the old County of Halifax.

Fillmore said in the letter that HRM did not make a formal request to Justice Canada.

"This is the case because when HRM's legal counsel met with legal counsel for the Federal Department of Transportation and Infrastructure Services on January 14, 2022, they were advised at that time that Federal Justice had been retained by their department to represent the Federal Government on the issue.

"Further, in response to correspondence sent January 24, 2022, (the municipality's lawyer) was advised by legal counsel with Justice Canada that Transport Canada would be engaging Justice Canada's constitutional law group to review and advise Transport Canada on HRM's position regarding its jurisdiction with respect to planning matters within HRM."

Fillmore's letter stated that neither the Nova Scotia Justice Department nor Justice Canada had

shared legal advice or opinions on the matter with HRM.

On Aug. 28, 2023, HRM lawyers met with federal justice representatives and provided draft infilling regulations for the Northwest Arm, essentially identical to Dartmouth Cove regulations, according to the municipality.

"During the meeting, they were advised by Justice Canada that the federal government was willing to acknowledge Municipal planning regulation in Transport Canada's federal permit.

"The fact that HRM has never received details of Justice Canada's review and advice to its client departments, or for that matter, raised any concerns with the By-laws as passed, was conveyed to your staff in February of 2024 prior to Provincial approval of the Northwest Arm amendments on February 8, 2024," reads the mu-

nicipality's response.

The municipality stated that the federal government has not raised any concerns about alleged intrusion into federal jurisdiction and suggested it was the province's responsibility to seek such confirmation.

WAITING ON A DECISION

Austin said the ball is in the municipal affairs minister's court, and the municipality is hoping for a timely response.

"As far as the municipality is concerned, we have provided everything the province has requested," said Austin.

"As the letter references, the municipality will have to consider its options around judicial review if they don't make a timely decision because we're in limbo right now. Come early in the new year, we're going to need a decision."



Discover the Postmedia advantage.

With 130+ brands, our trusted network helps boost your ROI and amplify your impact.



START ADVERTISING TODAY WITH POSTMEDIA AD MANAGER!

postmediasolutions.com/admanager



IN THE MATTER OF: The *Companies Act*, Chapter 81, R.S.N.S., 1989, as amended;

- and -

IN THE MATTER OF: An application by **3309133 Nova Scotia Limited** for leave to surrender its certificate of incorporation

NOTICE IS HEREBY GIVEN that **3309133 Nova Scotia Limited** intends to make an application to the Registrar of Joint Stock Companies for leave to surrender its certificate of incorporation.

DATED December 24, 2025.

Maurice P. Chiasson, K.C.
Stewart McKelvey
Solicitor for
3309133 Nova Scotia Limited



NOVA SCOTIA ENERGY BOARD

NOTICE OF PUBLIC HEARING

NOVA SCOTIA POWER INCORPORATED (NS Power) has made an application to the Board for approval of approximately \$284.0 million of its **ANNUAL CAPITAL EXPENDITURE (ACE) PLAN** for 2026 which totals \$702.1 million. This matter will be considered in a public hearing as follows:

Hearing starts: Tuesday, April 21, 2026
9:00 a.m.
(Continuing Wednesday, April 22, 2026, if necessary)

Evening Session: Tuesday, April 21, 2026
7:00 p.m.

Hearing Location: Office of the Board
Summit Place, 3rd Floor
1601 Lower Water Street
Halifax, Nova Scotia

Depending on the circumstances, this public hearing may be held by video conference.

Board Hearings are open to the public and you may participate as follows:

- You may listen to the live hearing by visiting the Board's website at <https://nserbt.ca/nseb> and selecting the "Listen to Live Hearings" option. This will enable you to see the electronic document display as well as hear the audio of the proceeding.
- You may speak at the hearing. You must notify the Board by **Wednesday, April 15, 2026.**
- You may make written comments by sending a letter to the Clerk of the Board at P.O. Box 1692, Unit "M", Halifax, NS B3J 3S3, or secure file transfer service by visiting <https://board.titanfile.com/NSEB/>, or by fax at (902) 424-3919 by **Wednesday, April 15, 2026.**
- You may request formal standing as an Intervenor, subject to Board approval. This will allow you to present evidence or cross-examine witnesses. Your request must be received by the Board by **Monday, January 5, 2026**, and a copy of your written evidence by **Monday, March 2, 2026.**

A copy of the Application and any timetable applying to this matter may be viewed on the Board's website at <https://nserbt.ca/nseb>, by clicking on "Matters & Evidence", and in the "Go Directly to Matter" search box, enter Matter No. **M12619**, and on NS Power's website at www.nspower.ca.