

WESTMOUNT INDEPENDENT

Weekly Vol. 20 No. 8c

We are Westmount.

August 18, 2026

Changes come to mid-level Westmount



From left, a new BIXI stand on Westmount Ave. near Roslyn was installed on August 7; flower pots have replaced the wading pool at King George (Murray) Park; and major work has begun to renovate the stairs from Stanton St. to Thornhill Ave., as seen August 13. Two other new BIXI stations have been added, at Lansdowne and St. Catherine, and at Victoria and Sherbrooke.

PHOTOS: INDEPENDENT.



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City's 2026 Action Plan

Council approves measures to improve 'accessibility'

BY LAUREEN SWEENEY

City council approved an annual updated action plan July 7 to improve accessibility for users of city services experiencing ongoing or temporary disabilities. Covering many city departments, the report also involves buildings, streets, sidewalks and parks.

Presented as the 2026 Action Plan for Persons with Disabilities as required of

Quebec municipalities of Westmount's population, it identifies actions already approved or undertaken during 2025. It also identifies a number of objectives projected for this year and, in some cases, beyond.

It includes such items as the purchase of equipment to improve accessibility for various users of city services and facilities.

Moved by Councillor
Jeff Shamie, the report *continued on p. 6*

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Preparing for what's on the way...

City to rent snow removal trucks, replace salt enclosure

BY LAUREEN SWEENEY

With back-to-school on the way for many residents comes time for the city's preparation to plan for messy times ahead. This includes securing equipment for removal of snow and obtaining abrasives to help secure travel on what's expected to come on city streets and many hills.

At the council meeting August 4, city council awarded a contract for the next two seasons 2026-2027 and 2027-2028 to rent five 12-wheel trucks at a total cost of some \$241,448, all taxes included. According to a resolution approved unanimously and moved by Councillor Kathleen Kez, public safety commissioner, the contract was awarded to DMM87 Inc. and 9297-9236 Quebec Inc.

Also approved was a resolution to replace the city's salt enclosure at the Public Works yard in the amount of \$79,670 by Les Equipements Agrobul. This site is located overlooking the Ville Marie expressway (Route 136).

In one of two other winter-related items was an agreement to take part in a joint purchase with the city of Montreal for the supply of grit "to benefit from the advan-

tages of a joint purchase particularly in terms of pricing and supply."

A similar type of joint purchase with the

city of Montreal, also without details, was approved concerning the purchase of de-icing salt.



Remember snow? This photo was taken on January 27 at Prince Albert and de Maisonneuve.

PHOTO: INDEPENDENT.

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Calls for advance information

Cllr. Aronson: City needs ‘robust consultation’ entrenched in a by-law

By LAUREEN SWEENEY

Westmount needs “a system of robust consultation,” Councillor Matt Aronson said in opening comments from council members at the city council meeting August 4.

In his commissionership of legal affairs and communications, he spoke out forcefully on the need and importance of public consultation as being an issue of good governance so citizens know in advance what to expect.

Residents had elected the city’s eight municipal councillors “to maintain integ-

rity and good governance,” he pointed out. “Unfortunately, we come before you [to-night] very divided” given an agenda that included what he described as “a number of divisive topics.”

Absences of personnel in the city’s Legal Affairs department had made it “an extremely challenging time without the benefit of a fully functional legal department,” he explained.

Moving forward, “I will bring forward a system that I would like to see entrenched in a by-law” whereby the public will know in advance what is planned, he said to hearty applause.

Passer-by hit when light pole knocked over by delivery truck



Looking east from Victoria on Sherbrooke August 6. Original photograph re-focused by Independent.

PHOTO COURTESY OF WESTMOUNT PUBLIC SECURITY.

By LAUREEN SWEENEY

A light pole at 4846 Sherbrooke, near Victoria, fell over August 6 hitting a passer-by, Public Security officials said. The pole was reported to have been struck by a

delivery truck.

The victim, described as a man in his 50s living in Westmount, was alert and responsive and was taken to the Jewish General Hospital by Urgences Santé.

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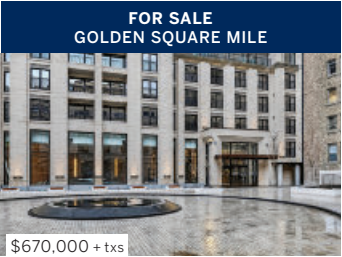
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CAN FOUR COUNCILLORS
WORK TO CHANGE
MAYOR STERN'S APPROACH?

An open letter to four of Westmount's
councillors

[The letter reproduced below the asterisk] is a group email of questions sent last Friday afternoon [August 7] to Cllr. Kathleen Kez, Cllr. Matt Aronson, Cllr. Shawn Moss and Cllr. Gurveen Chadha, two of whom have acknowledged it so far [August 11].

*

Tuesday night's council sitting [on August 4] was disturbing for many of the reasons we witnessed firsthand and at previous council sessions. Combined with the mayor's poor email comportment with me, his disregard for our concerns and rights, and the outrageous suggestion to "ask ChatGPT" (timestamp 2:59:01), the four-hour session intensified a frustration that had already been building and that continued well beyond adjournment.

My sleep that night and my following day were affected, and I learned that I was not alone in feeling this way. I am simply one of many unhappy voters.

For all of you, I have several questions:

1. Can you please clarify why a city councillor who is directly addressed by a member of the public during the formal Q&A portion of a meeting is not permitted to respond? (timestamp 2:51:08-2:52:32)

Why does it appear that Mayor Stern is the only person authorized to receive, address and dismiss residents' questions and concerns? He appears to reject opposing visions or perspectives and diversity of thought, and frequently speaks over constituents in a manner reminiscent of Trump. Meanwhile, residents' time has

value, yet their opportunities to speak and be heard at the podium are often limited, controlled and censored.

If only Mayor Stern is permitted to determine council's collective response, even when some councillors, such as Cllr. Aronson, may hold different views for outward sharing, what steps can be taken now to restore a process that is genuinely democratic and collaborative?

Mayor Stern appears to be using his mayoral authority as an easy escape route by refusing to hear, listen, consider and learn from residents' concerns rather than engaging with them. What powers do the four of you have, collectively, to investigate this situation and put the brakes on what many residents perceive as an abuse of public-facing authority?

2. Can you explain what happened with Cllr. D'Amico's conduct, particularly regarding his vote not to pause the problematic Argyle [one-way south from Thornhill Ave.] issue for further study? (timestamp 1:36:49-1:37:51)

In my view, and in the view of others, Cllr. D'Amico knowingly chose not to take the higher road. He supported a vote that many residents viewed as dismissive of the good-faith efforts of Argyle residents, who invested significant extracurricular time and resources to provide legitimate reasoning against this project.

What is particularly concerning is that, immediately after the vote passed, he attempted to explain and justify his decision. That's wussy politics. To many residents, that sequence raised questions about political courage, accountability and

LETTERS TO THE EDITOR

whether the more responsible path was taken when it mattered most.

2A. Why has the entire administration of Selwyn House, including parents and students, seemingly not been heard from during this ongoing circulation-reorganization debate?

It seems plausible that this institution and the people responsible for its operation are at the very heart of both understanding the issue and finding a workable resolution.

Relatedly, where was Rabbi Adam Scheier [of the Congregation Shaar Hashomayim synagogue] throughout this process? [...]

3. Are there public recusal policies that clearly explain what safeguards exist to separate council members from their own private business interests and/or those of their constituents (and neighbours), particularly when some decisions involve shaping major urban transformations?

4. Given the importance of good local governance, community buy-in and stewardship, what steps can be taken within your authority to revisit the eligibility requirements for municipal elections in Quebec?

Specifically, I believe that consideration should be given to changing the current minimum age threshold of 18 to 26, along with requiring at least two years of employment experience beforehand. This perspective could help ensure that real-world decisions affecting communities like Westmount reflect broader life experience and the interests of multiple generations. Well beyond say, "60 years," a threshold referenced by Cllr. Chadha, which I found confusing.*

It is also my belief that, without careful consideration, the cultivated identity of this 152-year-old enclave and the character of this current city council itself could change significantly, quickly and permanently.

That reputation has already been tarnished! Just 12 months ago, if someone had searched "Michael Stern," little of public relevance would have appeared on the first page. He was relatively unknown, attended [to the best of my knowledge] his first city council meeting on September 8, 2025, where I first met him, after announcing his mayoral candidacy 10 days earlier.

Today, myriad news sources have reported on serious ethics complaints filed against this nine-month mayor by his own colleagues, from the ones he's meant to learn from as a neophyte to local politics. The city's leadership appears increasingly uncertain and disconnected from residents, whose anger and frustration are being sidelined. The ship appears leaderless, folks.

Finally, from behind closed doors and

in front of constituents who continue to care about this city, thank you, councillors, for your attempt to challenge the remaining members of a council increasingly perceived by many residents as adopting Trumpian political behaviours. Your service is recognized, noted and needed.

Still, I expect that continued events like these will increase municipal voter disengagement and political cynicism among the electorate. Such an outcome would be deeply damaging to we the people and to the democratic rule of law.

NATASHA ARORA, WOOD AVE.

***Editor's note:** From what I can tell from the tape (timestamp 21:20), Councillor Chadha was only referencing her own nuclear family's planned residency in Westmount, not any window or horizon for municipal decision-making. – DP.

THE GREATER GOOD, PARKED
ACROSS MY DRIVEWAY

On August 6, the city announced three new solar BIXI stations. One of them, Westmount/Roslyn, went in the next day – directly against my driveway. One day's notice.

And so far, there is no sign that anyone discussed it. The published council agendas for July 7 and August 4 – 39 items each – contain nothing about BIXI or station locations. When I asked whether a council resolution authorizes this station, I was told the question would have to go through a formal access to information request – for something the city could answer in a sentence. The answer is due in mid-September.

Meanwhile, the service vehicles' routine method of re-stocking the station is to stop across my driveway, blocking my access and my neighbour's. Both, every time. I have notified BIXI and the city repeatedly, in writing. It continues.

On August 12, I asked a driver to move. He refused, swore at me repeatedly, and drove off. It is on camera. I don't blame him: he had been handed a location where there is no lawful way to do his job. The only alternative I have seen is parking across Westmount Ave. and carrying electric bikes on foot through live traffic. I have asked the city and BIXI, in writing, to name a third method. Neither has.

This is not a grey area. Article 52.11 of the city's own traffic By-law 726 prohibits parking in front of a private entrance and defines parking as immobilizing a vehicle. The by-law's only exemption is for emergency vehicles. There is none for service or municipal vehicles, or for a city contractor.

Then there is the panel. My neighbour, an engineer, watched a BIXI technician working on the station and asked about it. He told her it had never been connected – that it would be useless where it sits, facing north, under trees, pointing up a hill. That

WESTMOUNT INDEPENDENT

We are Westmount.

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Councillor's column

SHAWN MOSS

Building-material authenticity is climate policy: Protecting Westmount's heritage, value and future

ucts like fibre-cement board, vinyl composites, man-made slate and petro-chemical cladding are frequently presented as cost-effective, “maintenance-free” alternatives to natural stone or timber. On the surface, they attempt to mimic traditional textures; beneath the surface, their production relies on high-heat chemical synthesis, creating heavy upfront carbon costs before a single component arrives on a Westmount job site.

Equally problematic is their fundamental incompatibility with local planning policy and circular design principles. Under Westmount's Site Planning and Architectural Integration Programmes (SPAIP, By-law 1305), our guidelines prioritize material authenticity, durability and context-sensitive integration within our national historic site footprint.

Synthetic substitutes fail this test because they do not age with dignity. Under Quebec's severe freeze-thaw cycles and intense summer UV solar exposure, the polymers in synthetic assemblies suffer rapid photo-oxidation, causing them to delaminate, crack and discolour.

Unlike natural materials that develop a rich patina over decades, degraded synthetics shed toxic chemical additives and yield microplastics that contaminate our local soils and waterways. Furthermore, because multi-layered composite assemblies cannot easily be separated, their end-of-life trajectory is not restoration or recycling, but the landfill.

Crucially, material deceit also carries a direct financial toll on Westmount's long-term property values. The premium valuation of Westmount real estate rests heavily on architectural integrity, authentic craftsmanship and historic permanence. When authentic limestone masonry, copper detailing or solid timber is swapped for synthetic imitations, it creates a subtle, compounding degradation of neighbourhood character that directly undermines market value.

Future buyers will care

Prospective buyers in high-end heritage markets are remarkably adept at identifying short-term cosmetic substitutes. While synthetic cladding might offer a lower initial capital investment during a renovation, it introduces accelerated depreciation. Traditional stone and brick masonry appreciate in value alongside the structure; synthetic alternatives carry a finite operational lifespan that creates significant future capital expenditure risk for buyers. Over time, introducing inferior composite finishes damages local streetscape cohe-

sion, eroding re-sale premiums and municipal valuation assessments compared to authentically preserved homes.

Traditional natural materials – Montreal grey limestone, slate, clay brick, copper, and solid timber – align seamlessly with our historic character, long-term property values and sound carbon accounting. Quarried stone and brick carry an initial energy cost, but that embodied carbon and financial investment is amortized over centuries, not decades. Mortared masonry utilizing traditional, breathable lime joints can be cleaned, re-claimed, re-pointed, and re-used, keeping resources within a local circular economy and preventing the trapped-moisture damage commonly caused by modern, impermeable Portland cements.

Ultimately, our choices as property owners and civic stewards reflect our shared commitment to Westmount's identity. Choosing natural, lasting materials is not an act of nostalgia; it is a declaration of confidence in our city's future. When we choose authenticity over imitation, we protect the architectural integrity of our neighbourhoods, uphold the long-term value of our homes, and fulfill our environmental responsibilities to the generations that will

inherit this city.

True sustainability and fiscal stewardship in Westmount require embedding low-carbon, authentic, local and recyclable material standards into our planning process to safeguard Westmount's architectural legacy, environmental future and long-term economic strength.

Shawn Moss is the city councillor for District 5 (Victoria village below Sherbrooke).

Look out for upfront carbon costs, costs of aging/disposal

Under Westmount's commitments to the national Partners for Climate Protection (PCP) framework, we are committed to reducing greenhouse gas emissions across both public infrastructure and private properties. While public discussion naturally centers on operational energy – converting heating systems, installing heat pumps and optimizing insulation – we must confront the issue of *embodied carbon*: the total greenhouse gas emissions generated during raw material extraction, chemical processing, manufacturing and transport. With the production of synthetic building materials and cements accounting for a massive percentage of global emissions, ignoring embodied carbon undermines our climate strategy.

This is where synthetic building materials commit a double deceit. Prod-

LETTERS TO THE EDITOR

would explain the frequency of the service visits: with no charging, every battery has to be swapped by hand. Which means this location doesn't work for BIXI either and inverts the environmental rationale.

I was told the station serves the greater good. A solar station with an unconnected panel, serviced by blocking two driveways several times a day, is not serving anyone well – least of all the greater good.

Bob Dylan wrote that you don't need a weatherman to know which way the wind blows. You don't need one to know which way a solar panel should face, either. Perhaps the city should hire one anyway.

NICOLAS ELLIS, ROSLYN AVE.

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Westmount
A-dog-tions
LYSANNE FOWLER

This wonderful fellow is sweet and calm. Mylo is a fun companion. He enjoys long walks, splashing in the pool, relaxing in the shade. He is a peaceful dog, affectionate and cuddly to all in the home.

He is presently waiting for a forever family at the Montreal SPCA kennel, ready to join in all the activities. He is very handsome, with beautiful black-and-white markings in his long fur, and the cutest black mask over his eyes.

Mylo is very healthy, seven years old, up to date with his inoculations, neutered and microchipped. You can find out more about him through the Montreal SPCA website at www.sPCA.com. You can then refer to his information page through his identification number, 2000466310. By consulting the shelter's daily schedule, as it is open every day, you can plan your visit with Mylo and discussions with the adoption coordinators to look forward to adoption.

The SPCA is open from Monday to Friday from 3 pm to 8 pm, and Saturday and Sunday from 11 am to 6 pm. It is located

Cuddly Mylo



at 5215 Jean Talon St, West, Côte des Neiges, Montreal H4P 1X4.

The adoption coordinators are looking forward to your visit, at which you can spend time with Mylo and enjoy his sweet nature and calm energy. Please do not hesitate. Mylo is waiting for you to take him home.

Your neighbour, Lysanne

Action plan, cont'd from p. 1

was adopted unanimously in a resolution stating the city "wishes to promote integra-



9 Lives
LYSANNE FOWLER

Barbu and Tigrise were born and then brought into a safe home by our kind neighbour in the spring of 2019. These bonded siblings – Barbu is the black-and-white longhair on the top hammock with the black nose, and Tigrise is the grey-and-white longhair on the lower hammock with the pink nose – have been with the same family since they were born.



Darling Tigrise and Barbu to a new family

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If you would like to find out more about this adorable brother-and-sister duo Barbu and Tigrise, please do not hesitate to contact our neighbour Arthur at 514.609.4035 or email him at arthure_d@videotron.ca to present yourself and discuss your interest in adoption.

Your neighbour,
Lysanne

tion of persons with disabilities and their families into their living environment with the city as well as the development and organization of resources and services for them."

Reducing barriers

"This document aims to reduce barriers and promote the full inclusion of persons with disabilities in all aspects of social, professional and educational life," the 23-page document states in an introductory message from Mayor Michael Stern.

Though not specifically mentioned, the city has long stated that "disabilities" might even include temporary obstacles such as those encountered by people pushing a baby carriage, for example, or recuperating from broken bones and fractures.

The report was presented in terms of obstacles, proposed measures to help and timelines to obtain favourable outcomes.

Among projects identified were those that would still require city council approval depending on the awarding and financing of contracts.

Others are carried over from previous years.

As an example, one highlight listed as accomplished during 2025 was repair to park pathways but with a note that this represented "nearly 30 percent of those" with work to be ongoing through to 2027.

Sidewalks

Under 2026, sidewalks are also listed as an obstacle reading: "We continue to receive complaints about hazardous sections of sidewalks particularly in the south sector

of the city where the presence of businesses results in heavy pedestrian traffic." In this respect, a remedial measure is listed as prioritizing "high pedestrian traffic areas... and carrying out reconstruction of deteriorated sections using an enhanced budget of \$500,000."

Elevators in several municipal buildings are described as "aging, unreliable and nearing end of service life." These are located at Public Security and Victoria Hall as well as "a platform lift" for access to the stage at Victoria Hall.

Others, such the installation of a large-print keyboard at the library, are listed for 2026.

Bonjour Westmount

Among other plans are those to promote Public Security's "Bonjour Westmount" program across various platforms. Also listed is the aim to "ensure emergency communications are accessible, clear and adapted to persons with disabilities."

Interestingly, a so-called lack of emergency communications was experienced recently during the closure of streets in upper Westmount when police were looking for a possible shooting suspect (see story July 7, p.1).

The entire 25-page accessibility report can be found on the city's website under "Accessibility."

It was compiled through the city's Communications department by director Mugisha Rutishisha, Stacy Maignan and Pénélope Fackini along with consultation with city Engineering director Elisa Gaetano, listed as a person with a disability.



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At left and right, Grosvenor just below The Boulevard, and, centre, looking north at The Boulevard from Grosvenor, all on August 12.

Traffic confusion in northwest Westmount

The *Independent* received a phone call August 11 from a Victoria Ave. resident who had tried early that day to go south on Victoria from the Queen Mary Rd./Circle Rd. side.

He had found an effective dead-end created on the north-south thoroughfare, with road blocks at Sunnyside for Sunnyside eastbound and for Victoria southbound from that intersection. Motorists were able to maneuver around these barriers and were doing so.

This stretch of Victoria from Sunnyside to The Boulevard is usually one-way south, but has been two-way in recent weeks given the roadwork on Grosvenor from The Boulevard to Sunnyside.

The resident called Public Security, whom he said was unaware of the situation.

State of affairs on August 12

On August 12, the *Independent* went by in the morning to find different kinds of confusion unfolding.

On the way north from Sherbrooke St., the *Independent's* reporter passed numerous signs saying parts of Grosvenor were closed to vehicles, but they were open.

Further up, the recently under-construction area of Grosvenor above The Boulevard was (initially) open to vehicle traffic (see photo at top left), likely leading some people to think that all traffic rules in the area had returned to their pre-construction state. Even so, the construction-period “T-intersection ahead” sign on Grosvenor below The Boulevard remained in place (top middle photo).

A little later, Grosvenor above The Boul-

evard was again closed by construction workers (top right photo).

The Boulevard’s traffic lights at Grosvenor and Victoria were not operating normally and were flashing red only, as they have for weeks during the Grosvenor project.

Head-on possible?

More seriously, both east- and west-bound drivers from The Boulevard continued to turn north onto Victoria (see two photos at bottom left), a maneuver allowed during the Grosvenor construction, but no longer explicitly allowed by the signage on The Boulevard that morning.

Coming the other way, two southbound Victoria drivers were seen by the *Independent* in a short period of time seeming to assume that Victoria was now southbound

only again (as is usual when there is no detour) and using the eastern/left lane to prepare for their left turns onto The Boulevard (not pictured).

There were no bollards on the centre asphalt to keep southbound motorists in the right/western lane (see photo at bottom right).

With just a little speed from both potential parties, these two vehicles could easily have met northbound ones turning right onto Victoria, resulting in head-on collisions.

“I don’t know what regime the city or its contractor was trying to create,” said *Independent* editor David Price, “but the signage should have been ultra-clear. Either the construction-period rules should have been explained with clear signage and bollards everywhere, or drivers should have been told that the usual rules had returned with equally clear signage.”



From left, turning left onto Victoria from The Boulevard, then right (circle added). Victoria north of The Boulevard.

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Real Estate

ANDY DODGE

July sales: Starting to stir, in certain respects

The price range went from \$480,000 to \$2,845,000 with price:valuation ratios from -24.5 percent to 61.0 percent, averaging 1.1 percent above valuation. With only one sale posted in July, it becomes impossible to draw any conclusions for the third quarter, except to say that the one sale was a town-house-type condo that sold for 11.5 percent less than valuation.

Two other co-op apartments sold in July, one at the large 376 Redfern Ave. apartment building and the other in 3 Westmount Square, an apartment that had been on the market for three years and finally sold for just over half its original asking price.

Inventory

The number of house listings in Westmount dropped from 155 in mid-July to 135 in mid-August, but can be expected to climb as sellers anticipate the fall market. The 135 include only 16 asking between \$1 and \$2 million, then 42 more below \$3 million and 33 below \$4 million.

Westmount's house rental market dipped from 21 to 18, but rentals asking over \$10,000 per month jumped from five to seven, as agents posted their first rental this year over \$10,000, at \$12,500.

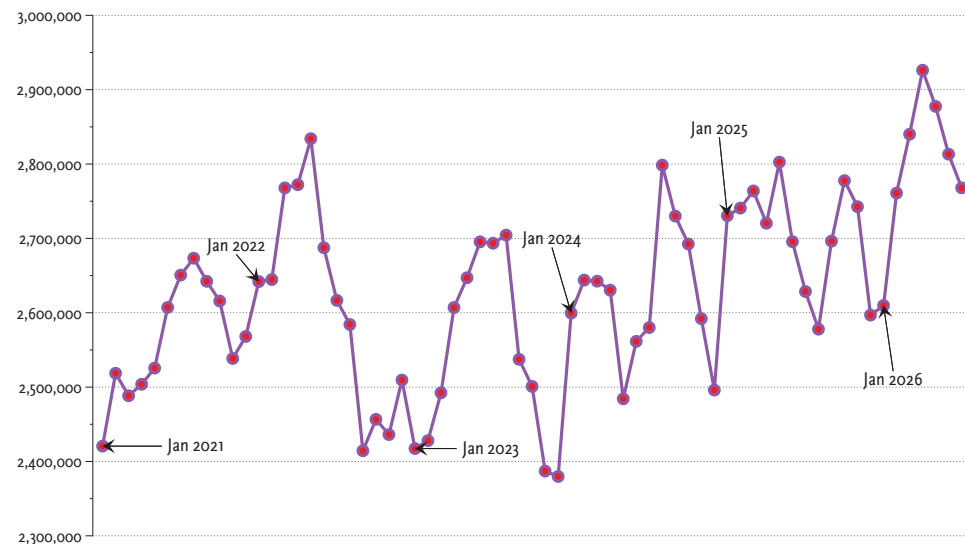
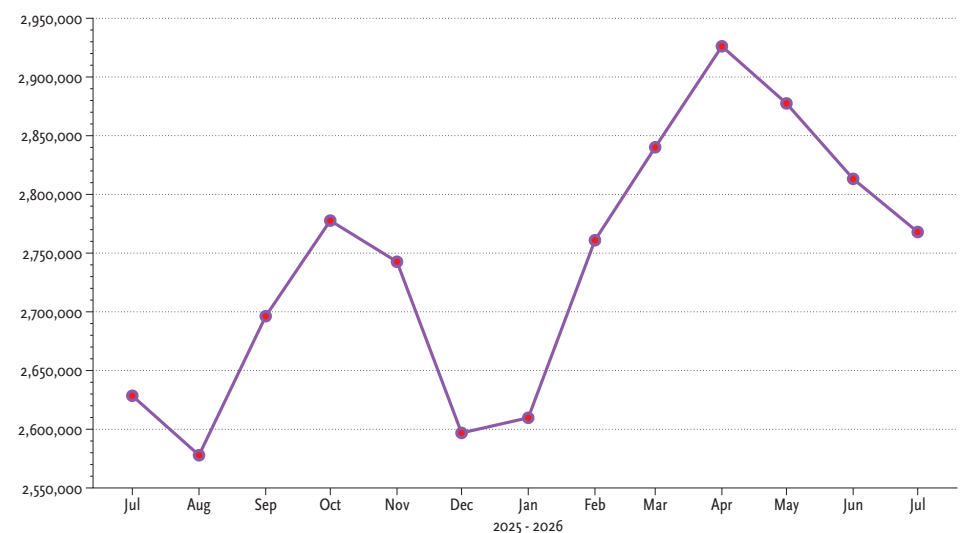
Adjacents

Adjacent-Westmount seemed to slumber in mid-summer, with one sale each of houses on Grey and Roslyn and a duplex-type condominium on Victoria Ave. The Square Mile recorded sales on du Musée and Redpath Row in July.

(In fact, for those with a taste for local business history and brand names, we might suggest the area is getting sugary sweet (like Redpath sugar), with sales so far this year on Redpath Place, Redpath Crescent, Redpath Court and Redpath Row...but we digress.)

Including the sale on du Musée, the average price in that area is \$2,324,570,

Average adjusted price for 'typical' Westmount house, by month, January 2021 to July 2026, based on accepted offer dates

**Last 12 Months**

some 5.2 percent less than the 2026 valuation. Homeowners in the Trafalgar-Dawson area east of Westmount can take heart

that their seven sales so far this year (none since March) are selling 12.2 percent above valuation.

Prices up but price:valuation down

This did little to help our adjusted average price, however, because the average price:valuation ratio for June was +5.3 percent and for July it was -5.0 percent, the latter thanks largely to some of the higher prices being strongly marked down from the city's opinion of market value.

One high-priced house sold for just more than half its valuation, the 48.3-percent mark-down representing the biggest minus figure so far this year.

Highest mark-up was 33 percent in a \$2,700,000 purchase of a property with a tax assessment of \$2,029,600.

Six of the 12 July sales were for less than valuation, reflecting some buyers' willingness to put out larger sums, but perhaps expecting more for their money.

Condos

The local condominium market did not show signs of interest, with only one purchase in July after the same number in June. The tally for May increased from five to six, bringing the total number of sales in the second quarter to 14, including nine in apartment buildings, four in made-over duplexes or triplexes, and one in a two-storey townhouse.

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Maccarone, province recognize former mayor Marks

Provincial representative for Westmount-St. Louis Jennifer Maccarone presented former Westmount mayor Karin Marks with the National Assembly Medal during a ceremony at Victoria Hall on August 6, “recognizing her decades of public service, community leadership and lasting contribution to Westmount,” according to an August 7 press release. “The Medal of the Member of the National Assembly is the highest distinction an MNA [member of the National Assembly] may award to a citizen.”

It continued: “Throughout her distinguished career, Karin Marks has made a lasting impact on municipal governance, education and community development. She helped establish MIND, one of Montreal’s first alternative high schools, championing innovative approaches to education and creating new opportunities for young people.

“Elected to Westmount city council in 1991, she went on to serve the community with dedication, advocating for responsible governance, civic engagement and initiatives that continue to benefit residents today. Her commitment to her community goes well beyond her political career. Today, she remains actively involved with the Old Brewery Mission.”

Marks was a city councillor, often serving as commissioner of urban planning, until 2001, when she became president/mayor of what was then the Westmount borough of Montreal. In 2006, she became



Karin Marks, centre, with from left, sister-in-law Mary Puddington, sister Iso Marks, provincial representative Jennifer Maccarone, husband Brian Puddington, daughter Sue Ann Puddington and grandson Robin Savage.

PHOTO COURTESY OF JENNIFER MACCARONE'S OFFICE.

the first mayor of the demerged city of Westmount until 2009, when she decided not to run again.

“Receiving this honour is deeply mean-

ingful,” Marks was quoted as saying in the press release. “Throughout my career, I have believed that lasting change comes from people working together in service of

their community. I am grateful to have had the opportunity to contribute alongside so many dedicated colleagues, volunteers and friends.”

Police Report

Crime slows but does not disappear over peak vacation period

BY MARTIN C. BARRY

Although many Westmounters were away on summer vacation, lawbreakers seem also to have taken time off.

According to complaint reports filed at

the Montreal police department’s Station 12 on Stanton St., two criminal incidents and a police intervention were the only instances over the past few weeks.

Nonetheless, it would appear that vehicle thieves are continuing to target high-end Land Rover SUVs in Westmount.

In the latest heist, a 2025 Range Rover parked in the driveway of a home near the corner of The Boulevard and Carleton Ave. was stolen during the early morning hours on August 7 as the owners slept.

“They parked the vehicle in the driveway and when they woke up, the car was

no longer there,” said Station 12 community relations officer Cst. Mike Yigit.

Security camera images examined by the police revealed that around 5 am, a vehicle approached the owners’ property. A suspect who was seen getting out entered the Range Rover and drove off.

Given the ease with which the perpetrators carried off the theft, Cst. Yigit agreed it was most likely they used some kind of wireless software interface to override the Range Rover’s security and engine ignition systems.

CR-V stolen

A few days earlier, on August 2, a Honda CR-V bearing out-of-province licence plates was stolen from a parking spot near the corner of St. Catherine St. and Abbott Ave.

There were no signs of forced entry such as broken window glass left on the ground where the car had been parked, according to the report filed by the police.

Honda CR-Vs consistently appear on lists of the most stolen vehicles.

Homeless site abandoned before police arrive

Officers from Station 12, assisted by social services workers, were asked to intervene during the summer holiday break at a site near the corner of Atwater Ave. and St. Antoine St. in lower Westmount where a homeless encampment had been set up.

According to Cst. Yigit, the encampment appeared to have been abandoned by the time the police and social workers got there.

“It was an accumulation of stuff that was left behind,” he said, adding that the social workers attempted to locate the owner of the materials that had been left.

After they were unable to do that, Westmount Public Works was called in to clean up the site and remove the materials, added Yigit.



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Travel

VERONICA REDGRAVE

Annapolis Royal, part 2 – The sounds of silence



Local colour.

Other attractions of this tiny town are the famous Annapolis Royal Historic Gardens, one of Canada's top 10, and well-marked bicycle routes followed annually by cycling aficionados racing along hill and dale.

The French Basin Trail offers a quieter time. Here one can glimpse ducks, turtles and birds. Rumour has it that Gen Z is adopting the Baby Boomers' love of bird watching. I saw all ages using their binoculars to follow a bald eagle's flight across the incredibly blue sky.

Venturing further out to the South Shore, I arrived at LaHave.

More history. The French arrived here in 1604 and named it after Cap de la Heve in France. I took the super-fun little ferry – free all day long. In the summer, it runs almost every 15 minutes and there is always a line-up of waiting cars. The five-minute cable ride connects LaHave and East LaHave across the LaHave River, saving drivers a 45-kilometer detour.

LaHave Bakery is a go-
to hot spot featuring *continued on p. 14*



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Local whimsy.



Fog bank.



Peace times two.

Travel, cont'd from p. 13

home-made food and a craft-book shop. Ploughman’s Lunch is just down the country road. Both are packed with locals as well as summer travellers, cool in linen and sandals.

Here too are beaches: Crystal Crescent Beach and Risser’s, where following the

long boardwalk – with luck – one can catch sight of the elegant great blue heron.

Here there are few dedicated followers of fashion. Although influencers have visited, luckily algorithmic alchemy has not yet amassed followers. Understated is an understatement. Shorts and t-shirts are the norm as are shop-worn caps: usually with names of farm machinery or baseball

teams. Selfies are seldom. Visitors tend to turn their camera to nature.

Weather goes from dawn’s dewy cool to searing heat, the better to warm up after ocean dips.

The water is cold. Very cold. Low-lying sullen grey clouds called fog banks burn off by noon.

Roaming around, I noticed the unique

Nova Scotian whimsy and sense of humour. After all, look at their folk art.

Tiny travel tips. Bring cash. It’s needed for farmers’ markets. Sometimes you pay extra with a credit card: Annapolis Royal’s German Bakery passes on the processing fee as a surcharge. Curiously the other bakery – the *über*-cool Arch & Po – is closed Sunday til Wednesday. Some shops are



Misty morning view.



Picnic seating choices at LaHave Bakery.



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Use your GPS. If there is highway construction, sometimes detour signs are not clear and – more importantly – the next highway number you need may not be marked. You don’t get lost as there are only a few main roads. However, your journey will take a lot longer as you might not take the direct route to your destination. On a minor road, you may have no turn-off choice as you drive through miles and miles of countryside tree-scapes. But then again, perhaps that is why you visit. Taking a break from the tsunami of tabloid tales and outspoken telephone conversations, you’ll find the sound of silence.



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