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**This Ontario city was just named the biggest tourist trap in Canada**

Niagara Falls has been deemed Canada's top spot for attracting tourists who have money to burn.

According to a newly released report by U.S.-based vacation home rental and property management company Casago, the kitschy Canadian border town is the country's biggest tourist trap. On a global level, Niagara Falls came in seventh place.

Back in January, the team at Casago started doing unfiltered worldwide searches of the phrase "tourist trap" on TripAdvisor.

They then gathered the names of attractions/places, addresses, and the number of mentions of "tourist trap" in thousands of accompanying reviews.

The world's top 10 biggest tourist traps were deemed to be those with the highest number of mentions of "tourist trap" in their reviews.

Casago then repeated this process by changing the location filter for each country and each U.S. state removing entries that indicated that the attraction/place was not a tourist trap.

Worldwide, they set a minimum threshold of 10 mentions of the phrase "tourist trap".

In both cases, the threshold was set at five or more mentions.

The data found that four of the 10 biggest tourist traps in the world are located in the United States with San Francisco's Fisherman's Wharf topping the list with 1,049 mentions of the phrase in reviews. Each year, the west coast city's Fisherman's



What neighborhood attracts roughly 12 million visitors.

Barcelona's Las Ramblas street, which received 793 mentions, was found to be the second-biggest tourist trap in the world, followed by Oahu, Hawaii's overpriced Dole Plantation (708 mentions).

The Dole Plantation was also the second place finisher in the U.S., followed by New York's Times Square.

Casago is offering a number of tips to visitors so they don't fall into a tourist trap.

The first piece of advice was to shop around for discounts when ticket prices for "must-see places" are exorbitant and to research when the quietest times to visit are as admission to events and attractions may be cheaper off-peak periods.

"See if you can buy a ticket in

The race to be Toronto's next mayor is officially underway as prospective candidates headed to city hall Monday to put their names on the ballot.

The nomination period for the June 26 byelection officially opened at 8:30 a.m. ET to a large field of contenders who have already said they intend to run. The nomination period closes at 2 p.m. on May 12.

Candidates can only begin fundraising for their campaigns once they have registered - a strong incentive to get into the race as early as possible.

A crowded field of potential replacements has emerged in the weeks since former mayor John Tory stepped down after admitting to an extramarital relationship with a staffer who worked in his office.

The list includes current and past city councilors, a former police chief and former provincial minister of education.

Zac Spicer, an associate professor at York University, says candidates have a short timeline to raise their campaign profiles, forecasting a flurry of policy announcements in the coming days as they look to define themselves and their opponents.

Byelection comes at tumultuous time for city

The unexpected byelection comes at a tumultuous time for Toronto. The city faces a \$1.5-billion budget hole leftover from the COVID-19 pandemic that both the provincial and federal governments recently declined to help fill.

Deputy Mayor Jennifer McKelvie, who stepped in after Tory's resignation, has warned that her successor will likely need to oversee

**Toronto mayoral race underway as candidate nominations open for June byelection**



rapid cuts to services if additional funding doesn't come from Ottawa or Queen's Park.

Toronto's state of good repair backing only continues to grow, while much of its critical infrastructure deteriorates. The costs of rebuilding the eastern stretch of the Gardiner Expressway, for example, have ballooned and some councilors are pushing to revisit the decision to go through with the massive project.

Meanwhile, the next mayor will need to tackle a recent spate of violence on the city's public transit system that has left many Torontonians deeply shaken. That issue is connected to what advocates have said are woefully underfunded mental health and addiction services, and a lack of supportive housing for those struggling with homelessness.

October's election saw dismal 29% turnout.

Critics of Tory argue that the budget hole, and the looming service

high-profile Torontonians entering the race, it will be difficult for candidates to distinguish themselves from the field.

There is also the question of voter apathy. October's election saw a dismal 29 per cent turnout, the lowest in Toronto's history, and byelections often draw even fewer voters - particularly during the summer months.

The list of candidates registered so far includes:

- Behin Abdusalam
- Blake Acton
- Ana Baillo
- Boni Bradford
- Gordon Cohen
- Sarah Climerhaga
- Frank D'Angelo
- Phillip D'Cruze
- Rob Davis
- Cory Deville
- Anthony Flury
- Isabella Clark
- Mitzi Hunter
- Syed Lutfey
- Krist Langemski
- Giorgio Mammoliti
- Josh Marlow
- Walter Rabino
- Chris Saccoccia
- Mark Saunders
- Rupina Singh Wanzich
- Sandeep Sivatava
- Mairi Struss
- Reginald Tull
- Jeffery Turney
- Kiri Vudovich

**Mississauga transit introduces \$1/day senior rate, free rides for kids**

Children will soon be able to ride public transit for free in Mississauga, with steep discounts also being offered to seniors.

MIWay has announced a one-year pilot program for children ages six to 12 and seniors 65 and older. As of May 1, children with a valid Presto card will be able to ride MIWay for free, while seniors will have access to a \$1 all-day fare.

According to a press release from the City of Mississauga, this pilot program is meant to encourage MIWay ridership, which recently returned to pre-pandemic levels.

To access these pilot programs, riders must have a valid Presto card with the correct fare type set based on their age. Seniors can use a registered Presto card or pay a \$1 cash fare. Riders can buy and re-load Presto cards at TTC subway stations, GO transit stations, Mississauga community centres, select Shoppers Drug Mart locations and City Centre Transit Terminal in Mississauga.

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## Toronto 'cannot wait' until after election for serious talks about COVID-19 shortfall: McKelvie

The City of Toronto "cannot wait" until after the mayoral by-election for serious discussions with the federal government about its nearly \$1 billion budgetary shortfall due to COVID-19, Deputy Mayor Jennifer McKelvie says.

McKelvie made the comment in an open letter sent to Deputy Prime Minister and Finance Minister Chrystia Freeland on Monday.

The letter comes after the federal government failed to include any money to help cover Toronto's ongoing COVID-19 costs in its budget last week.

"The city had been hoping that Ottawa would come forward with \$235 million in funding to offset 2022 COVID-19 shortfalls, as well as accommodation for hundreds of millions more to help it handle a \$933 million shortfall in its 2023 budget."

"As you know the mayoral by-election begins today and I would want to see the campaign in over



before taking any action to address Toronto's needs," McKelvie wrote in the letter. "City council has been clear this cannot wait and voted last week to support my ongoing advocacy to the federal and provincial governments for revenue tools and a new fiscal framework for the City of Toronto. I hope we can rise above

2021 but has not committed to doing so on an ongoing basis.

That, in turn, has left Toronto in a precarious fiscal situation as it continues to see a significant revenue loss as a result of lower TTC ridership.

The city has also seen an increase in refugees and asylum seekers in its shelter system, which has left it footing the bill for the additional cost.

"I fully understand that the Government of Canada is ready to move forward from the pandemic and that you have that ability given your revenues grow with the economy. Our city and municipalities across Canada are still in recovery mode and, as you know, dependent on

property taxes and limited revenue tools," McKelvie wrote in the letter. "Given that the federal government's revenue grows with the economy, I strongly encourage you to make needed investments now in Toronto and cities across Canada so that your economic engines are firing on all cylinders."

The Ontario budget tabled last month also failed to include any money to help the city offset a loss in revenue due to the COVID-19 pandemic but McKelvie has said that discussions would continue with Ford government officials.

## Trudeau says government will adopt 'many' recommendations from N.S. mass shooting report

Prime Minister Justin Trudeau says his government will adopt "many" of the recommendations in the report on the deadliest mass shooting in modern Canadian history - but it's still not clear which commitments Ottawa will implement.

Last week, the commissioners investigating the deaths of 22 people in Nova Scotia at the hands of a gunman in 2020 released their final report, which made 130 recommendations over more than 3,000 pages.

Most of those recommendations were aimed at the RCMP - which the Mass Casualty Commission denounced for failing to warn community members of the danger they were in, depriving them of potentially life-saving information.

Among other things, the commission called for a thorough review of how the entire force operates, stricter firearm laws and a new three-year, degree-based model of police education for all police services in Canada.

"We're looking very, very carefully at that report and we will move forward and take on many of the recommendations. We will be answering falsomely to them in the



coming weeks," Trudeau told a news conference Monday.

"Canadians deserve to feel safe in their communities, whether it's around gun control, whether it's around community policing, whether it's around supports for mental health challenges and communities. There is a lot that we need to do and we'll be there as a federal government doing it."

The inquiry commissioners pointed out in their report that the RCMP has a history of failing to follow outside advice after deadly events and urged the government to make sure this report is different.

They flagged the fact that some of

the recommendations made after the 2014 shooting in Moncton, N.B., were not in place at the time of the gun massacre on the weekend of April 16-19, 2020 in Nova Scotia.

"We urge the responsible minister, the management advisory board, the media and the public to hold the RCMP accountable for making these necessary changes," the report said.

"We conclude that the RCMP's future as a police service that has the trust of the communities it serves depends on its capacity to meet this challenge."

NDP MP calls for end to political interference. An NDP MP says there's at least

one recommendation the government could act on quickly.

The Mass Casualty Commission report calls for clearer guardrails between Ottawa and the RCMP following accusations last summer that then-RCMP commissioner Brenda Lucki meddled in the investigation to boost the Liberal government's planned gun control legislation.

The report found her remarks "were not partisan and they do not show that there had been improper political interference." But the report recommends changes to the RCMP Act to clarify the relationship between the RCMP and Ottawa.

Last year, NDP MP Alistair MacGregor tabled a private member's bill that aims to sharpen the language in the RCMP Act to shield the commissioner from political influence.

Bill C-303 would clarify what directions the minister of public safety can issue to the RCMP commissioner and would require any such directions to be given in writing and tabled in Parliament.

"We've done the hard work. There are clear examples for them to draw from," said MacGregor.

"Ultimately, this is about follow-through from the government to a very serious incident that happened in Nova Scotia, and just really trying to honour the calls for reform and have the RCMP operate."

Lucki testified last fall during the Emergencies Act inquiry that she also supports clearer directions for her successors.

that are being felt by families, being felt by small businesses," he said.

The news comes amid increases to the rates charged by SaskPower and SaskEnergy.

Both Crown corporations have cited carbon pricing as a reason for their increases, which came into effect on April 1.

Rebate increasing

The increase to carbon pricing also means Saskatchewan residents will see an increase to the rebate they get through the federal government's scheme.

Since Saskatchewan does not meet the federal government's benchmark on carbon pricing, 90 per cent of the direct proceeds of the carbon tax in the province is returned to the province's residents.

The other 10 per cent of the direct proceeds is used to support small businesses, farmers and Indigenous groups.

The Climate Action Incentive is paid out quarterly

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## How much will the carbon tax increase hit Saskatchewan residents at the pumps?

Saskatchewan residents will see an increase in the federal carbon tax as well as a corresponding jump in the federal rebate.

As of April 1, 2023, Canada saw the largest hike yet on carbon pricing since the national plan came into effect in 2019, jumping from \$50 per tonne of emissions to \$65 per tonne.

However, the rebates that households receive in order to compensate for the increase have also increased.

Saskatchewan is joined by Ontario, Manitoba and Alberta as provinces where the federal carbon pricing system applies, as they chose not to

implement their own pricing on carbon that met the federal government's benchmark.

As a result, the federal government's pricing system was imposed. That means the residents of those provinces saw an increase to a charge on fuel, colloquially known as the carbon tax.

In Saskatchewan, the charge on a litre of gasoline increased by 3 cents this year. That brings the total cost of the carbon tax to 14 cents per litre of gasoline, according to federal data.

For natural gas, the total carbon tax per litre is 12 cents, and for diesel it


is 17 cents.

Politicians opposed to increasing carbon prices from both major parties in the Saskatchewan legislature have offered a rare united front against an increase in Canada's national carbon price and the effect it will have on the province's residents.

"This is not the time to be increasing the carbon tax," said NDP Leader Carle Beck last week.

Premier Scott Moe also put the federal government on blast.

"This is a substantial cost on our energy bills in the province in, you know, an environment where we're seeing some inflationary pressures



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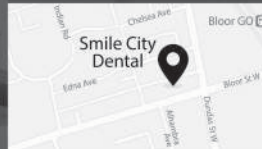
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## Ontario minimum wage to increase to \$16.55 per hour on Oct. 1

Ontario's minimum wage is set to go up to \$16.55 an hour on Oct. 1. It marks a 6.8 per cent boost from the current rate of \$15.50 an hour, an increase tied to inflation.

The increase means someone making minimum wage and working 40 hours per week would see their pay increase by nearly \$2,200 per year, the government said.

It will go a long way toward helping people with the cost of living, Labour Minister Monte McNaughton said in an interview.

"I'm proud of my record around minimum wage, to increase it to \$16.55 an hour, the highest of any province in the country," he said.

"But I also want to be clear that minimum wage jobs should be a starting point and not an end point. That's why we're investing hundreds of millions of dollars in training and upskill workers for bigger paychecks."

McNaughton said the government is indicating the Oct. 1 increase now



In order to give businesses time to plan.

Labour advocates and opposition critics have said Ontario should introduce a \$20 minimum wage.

"Given the current cost of living crisis and record-high annual inflation, these legislated adjustments are a lifeline for workers struggling to make ends meet," Dennis Laird, executive director of the Workers' Action Centre wrote in a statement.

"(But) Ontario's minimum wage is much lower than it should be. The

Yukon's minimum wage, at \$16.77, is higher than that Ontario's will rise to, and the federal government's minimum wage will be \$16.65 as of Tuesday.

Ontario is also working on its portable benefits plan that would provide health and dental benefits attached to a worker, not a workplace, McNaughton said.

That program is intended to cover workers in the gig economy, retail and hospitality jobs who don't have benefits, and accommodate people who may change careers throughout their lives. A task force set to deliver a blueprint for it in the summer.

Also on Oct. 1, the minimum wage for Ontario students will increase from \$14.60 to \$15.60 an hour for those under age 18 who work 28 hours a week or less when school is in session or working during a school break or summer holidays.

People who do paid work out of their own homes for employers will have to be paid at least \$18.20 an hour, up from \$17.05.

The minimum wage for hunting, fishing and wildlife guides is set to rise from \$77.60 to \$82.85 when working less than five consecutive hours in a day, and from \$155.25 to \$165.75 when working five or more hours in a day.

It is growing and we're adding assets ... is not something I'm going to have a celebratory drink about, but it's realistic," said Ward 6 Coun. Jo-Anne Giguere. "I will support it."

The capital budget, also up for approval Monday, covers plans for large-scale projects over the next decade. The capital budget does not impact property taxes.

The City of Windsor's operating budget is partly funded by the residential property tax, which is paid by property owners and is based on the property's assessed value.

The last significant property tax increase for Windsorites was about 6.5 per cent in 2004, according to the City of Windsor's deputy treasurer, Tony Arduvini. In the last five years, the increase ranged from 0 per cent to 2.1 per cent.

Arduvini told CBC News last month that this budget is also a result of inflation, which is increasing the cost of equipment, fuel, construction and other services.

Despite this, the city said the proposed increase is still below the average 2023 municipal tax, which is 5.34 per cent, for similar-sized municipalities in the province.

Ward 1 Coun. Fred Francis said he would not support the budget, telling council the proposed tax increase was still too high. Other councillors said they'd like to see a lower increase, but amid inflation they felt the 2023 budget was "sustainable."

"A 4.48 per cent increase as the city

## NASA, CSA name Jeremy Hansen to be first Canadian to encircle the moon

HOUSTON — Jeremy Hansen, a colonel and CF-18 pilot in the Royal Canadian Air Force, has been selected to become the first Canadian to venture further into space and orbit the moon.

NASA and the Canadian Space Agency made the long-awaited announcement Monday introducing the four astronauts who will steer the next stage of an ambitious plan to establish a long-term presence on the moon.

"I am left in awe of being reminded what strong leadership, setting big goals, with a passion to collaborate and a can-do attitude can achieve, and we are after the moon together," Hansen said in a joint announcement.

"Let's go!" The other three astronauts on the Artemis II mission are all American: Christina Hammock Koch, Victor Glover and G. Reid Wiseman.

"It's difficult to pick just four from a group that by its very definition attracts the best and the brightest that humanity has to offer," said Norm Knight, chief of NASA's Flight Directorate.

Knight said the astronauts will be the "first women in humanity to look to find their place among the stars."

Artemis II, as it's known, is currently slated to launch as early as November 2024 and will be the first crewed mission to the moon since the final Apollo mission took flight in 1972.

The crew will orbit Earth before rocketing hundreds of thousands of kilometers for a figure-8 manoeuvre around the moon before their momentum brings them home.

Vanessa E. Wyche, director of NASA's Johnson Space Center, home base for America's astronaut corps, said this mission represents the culmination of years of hard work and dedication by NASA and its partners.

"Under Artemis, we will explore the frontiers of space and push the boundaries of what is possible," she said.

The plan is to put a man and woman on the moon in 2025 in service of the ultimate goal: eventually dispatching astronauts to Mars.

President Joe Biden articulated the vision last month in his speech to Parliament, seizing on the Artemis



mission as a towering symbol of limitless potential for Canada, elbow-to-elbow with the U.S.

"We choose to return to the moon, together," Biden enthused, invoking the famous words of John F. Kennedy in 1962.

"Here on Earth, our children who watch that flight are going to learn the names of those new pioneers. They'll be the ones who carry us into the future we hope to build: the Artemis generation."

Canada's Industry Minister François-Philippe Champagne echoed a spirit of co-operation Monday, telling the Houston audience the two countries can accomplish "big things" together.

"I know Canadians could not be more proud — proud to have for the first time a Canadian astronaut who will travel to space as part of the Artemis II mission," he said.

Canada is designing, building and operating a lunar utility vehicle to support operations on the moon.

"This is more than just about going back to the moon, this is about investing in the future," Champagne said. "This is about possibilities, this is about seizing the opportunities of the space economy from health and food security, to climate change, and much more."

Hansen, 47, from London, Ont. is one of four in Canada's current astronaut corps.

He said American leadership and Canada's "can-do attitude" are the reasons why he is going to the moon.

"It is not lost on any of us that the United States could choose to go

in a variety of cutting-edge research endeavours that will be of mutual benefit to Artemis, Champagne said.

In the "Deep Space Food Challenge," launched in 2021, participants must develop ways to produce food in the harsh environments of deep space with few resources — think Matt Damon in "The Martian" — that will only be necessary to sustain life.

Those challenges will only become more difficult as Artemis moves into its later stages, which include a long-term presence on the moon and ultimately voyaging to Mars.

"As one scientist only recently said, 'The science of today is the economy of tomorrow,'" Champagne said. "By increasing the complexity, that's why we push the boundaries of science and innovation."

Former astronaut and now-retired Quebec MP Marc Genest, who back in 1984 became the first Canadian to ever go to space, said Biden's speech left him with a "flashback" to another seminal moment in Canada-U.S. space relations.

Genest's maiden Space Shuttle flight was still three weeks away when he got an invitation to go to the White House along with two of his fellow crew members to meet the U.S. president.

As it turned out, he wasn't the only Canadian meeting Ronald Reagan that day in the Oval Office. So too was Canada's newly elected prime minister, Brian Mulroney, whose friendship with Reagan has since become the stuff of legend.

"We were invited to the White House — to the Oval Office, in fact — and met with the president and the new prime minister as they met for the first time," Genest recalled.

"That was an example of space being one of those things that exemplifies how Canada and the United States have been really, really good partners and how close our two countries really are with respect to space, and in other ways as well."

Canada and NASA have been working together since the early 1960s and the headiest days of the U.S. space program, when Canada's first satellite was launched on a U.S. rocket, Genest said.

The Canadian, that iconic, Maple Leaf-embellished fin of the shuttle program, would later cement Canada's status as a country the U.S. could count on.

"It's built on the fact that Canada has always been a reliable, dependable partner that has delivered what it said it would do," Genest said.

"We have an incredibly good reputation from that point of view."

## Windsor homeowners to see tax hike of 4.48%

Windsor city councillors approved a 4.48 per cent increase to the southwestern Ontario city's property tax levy following hours of debate, in a bid to lower one of the largest property tax hikes Windsorites have faced in decades.

Councillors supporting the budget said they wished a lower tax increase was possible — but said it was "realistic" given the pressures facing the city amid high inflation and COVID-19 pandemic recovery.

"I get that none of us is enjoying being in a time of inflation... it is a pain felt by all of us," Windsor Mayor Drew Dilkens said Monday. "When you are growing, you have to invest. It's a great time of growth for our city."

"This budget I would submit responsibly deals with those pressures."

The city's original proposed tax increase of 5.02 per cent was lowered by councillors through Monday's debate and review of departmental requests and other budget reductions.



The operating budget covers the cost of city services like snow removal, transit and agencies like the Windsor-Essex County Health Unit.

It also includes the Asset Management Plan, which supports the maintenance of city infrastructure like roads and natural areas.

Ward 1 Coun. Fred Francis said he would not support the budget, telling council the proposed tax increase was still too high. Other councillors said they'd like to see a lower increase, but amid inflation they felt the 2023 budget was "sustainable."

"A 4.48 per cent increase as the city

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