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LOGIC

By *Joe Ingino*

BA. PSYCHOLOGY
EDITOR/PUBLISHER
CENTRAL NEWSPAPERS

ACCOMPLISHED WRITER/AUTHOR OF
OVER 800,000 COLUMNS

— According to AI —
"I live a dream in a nightmare world"
was coined by Joe Ingino, a Canadian editor, publisher, and local media figure based in Oshawa, Ontario. He regularly uses this specific statement as a personal tagline and signature for his published newspaper columns and social media posts.

Joe Ingino

— INGINO MAKES HISTORY —

— ALWAYS REMEMBER THAT —
THE COSMIC BLUEPRINT OF YOUR LIFE WAS WRITTEN IN CODE ACROSS THE SKY AT THE MOMENT YOU WERE BORN.

DECODE YOUR LIFE BY LIVING IT WITHOUT REGRET OR SORROW.

— ONE DAY AT A TIME —

life keeps getting worse. Many families are losing their homes, and for many, rent has become something they simply cannot afford. People working two or three jobs can barely make ends meet. Rents have become a runaway train with no real mechanism in place to help maintain some sort of sustainable lifestyle. For this reason, question your candidate. When they knock on your door, ask them: What will you do to freeze or cut taxes? What will you do to control rents and attract businesses? If, on the first question, they tell you, "Oh, well, we can't just cut taxes..." — BIG NO. On the second question, if they give you a general answer without any solid proposals — BIG NO. The candidate you should be looking for is one who, on the first question, will tell you: "As a member of council, I promise to work hard to bring any waste of tax dollars before council. I will ensure that current and future projects are capped, postponed, or put on the shelf when necessary, and that those savings are used to help freeze taxes. "I will go department by department and examine where these budgets keep increasing. I want to conduct an analysis of productivity and responsibility based on job descriptions." As it stands, there are many people being paid huge amounts of money to work half days and/or sit on their hands until their department is called upon to look into something. Other departments have taken the attitude of not going out of their way because doing so may bring scrutiny and potentially threaten jobs. We are not running municipal offices like well-orchestrated corporations. In many cases, municipalities are operated on a budget-mandate basis. This means each department maxes out its budget, only to turn around and ask for more the following year. Every municipality is grappling with one current or future project that could have a major impact on taxes. These projects need to be put on ice and reconsidered when the economy is doing better. As for the second part—what to do about rents—municipalities have taxation tools available to them. Many property owners, especially commercial property owners, are paying extremely high taxes. As a municipal representative, you have the option of developing a plan that gives tax discounts to property owners as long as they pass those savings on to their tenants. Here is an example: If a landlord enters into an agreement with the municipality, the landlord could receive a 30% tax discount. In return, the landlord agrees to cap rental rates at a pre-set amount per square foot. What could this mean? If you are now paying \$2,000 per month, under such a municipal program you could potentially be paying \$800/mth. Think about the potential for economic growth. Think about how this could help families and businesses across the municipality. Affordability would be put back into taxpayers' hands. This is the type of program that could be explored and implemented. Why is it not being done? Well, many elected officials don't have a clue where to even begin. Many elected officials do not have the understanding, the historical perspective and/or the administrative insight it takes to put something like this together. Many people currently elected promised the world to get into office. Once elected, they quickly found out what the job really involves. Due to intimidation, lack of experience, or limits in their understanding of municipal administration, some do the bare minimum and, in many cases, depend on peer cooperation in order to get things passed. This right here is one of the main reasons taxes keep going up. Staff asks. No one questions. No one looks deeply enough into the request. Budgets get passed. Tax dollars get wasted on pie-in-the-sky projects that do not benefit taxpayers. Look at Oshawa. Millions have been committed to major projects, while taxpayers continue to face increased costs. Whether it is support for major industrial projects, recreational facilities, parks, or other large capital projects, voters should be asking one simple question: What is the long-term cost to the taxpayer, and what measurable benefit are we actually receiving? VOTERS, BE AWARE. In 2026, don't vote based on a sign, a smile, or a campaign slogan. Ask questions. Demand numbers. Demand answers. And above all—ask what your candidate is going to do about your taxes.

#1 MUNICIPAL ISSUE 'TAXES'

By Joe Ingino

I have met many of the candidates running in the 2026 elections. There are many really good choices—and some, well... One thing I find concerning is the lack of understanding about the importance of municipal taxes: how they are calculated and what they actually cover. For voters, TAXES have to be the number one issue on which to base your vote.

Taxes are calculated using the mill rate multiplied by the assessed value—not the market value.

Taxes are a reflection of the success of the administration responsible for managing them. It has become fashionable across the region to increase taxes every year—increases that do not take into consideration the financial hardships many people are facing.

People don't understand taxes. They just pay them and hope for the best. The sad reality is that



JOE INGINO

Proud Member of :



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MASON LODGE No 649
Oshawa Member since 2016



Moose Lodge 2132
Oshawa Lodge 2132/WOTM Chapter 1759 Member since 2015



WING 420
Member since 2017



WE ARE OSHAWA
Member since 2015



Wheeling and Area Chamber of Commerce
Member since 2000



Weirton Chamber of Commerce
member since 2000



Wetzel County Chamber of Commerce
member since 2000



Former Kiwanis Westmount (Oshawa)



Former Kinsmen of Oshawa
Member 2015 - of Courtice 2015, Secretary 2017



Former Courtice Lions Club

- Member 2015 (Director)
- Member of fundraising committee 2017
- Chair of Membership 2017
- Vice President - 2017-18



Oshawa Naval Veterans Club
Honorary 2025



C.O.P.A. Canadian Owners and Pilots Association
Member Since 2026



City Of Oshawa Mayoral Candidate
2014, 2018, 2022,



City Of Oshawa Mayoral Candidate
2025, Member of Provincial Parliament candidate for The New Blue Party

JOE INGINO IS A PROFESSIONAL JOURNALIST & ACCOMPLISHED WRITER/AUTHOR OF OVER 800,000 Published Columns in Canada and The United States



Canada Must Build Its Way to Economic Independence

by Maj (ret'd) CORNELIU, CHISU, CD, PMSC FEC, CET, P.Eng.
Former Member of Parliament
Pickering-Scarborough East

The Canada–United States tariff war is no longer a temporary commercial dispute that can be managed through patient diplomacy and selective retaliation. It represents a fundamental change in the relationship between two countries whose economies have been closely integrated for generations.

Canada did not choose this confrontation. Nor should Canadians mistake opposition to American tariffs for hostility toward the American people. The United States will remain our neighbour, ally and largest trading partner. But friendship cannot substitute for national preparedness. When access to another country's market can be restricted by presidential order, Canada must possess the infrastructure required to trade, produce, defend and prosper independently.

The lesson is unmistakable: economic sovereignty cannot exist without physical infrastructure. For decades, Canada constructed an economy that overwhelmingly moves north to south. Our highways, railways, pipelines, electrical connections and supply chains were designed principally to serve the American market. That arrangement generated prosperity while relations were stable. It has now become a strategic vulnerability. Although approximately 85 per cent of Canada–U.S. trade remained tariff-free under CUSMA when the federal government presented Budget 2025, tariffs and repeated threats affecting steel, aluminum, automobiles, lumber and other strategic sectors demonstrated that even a formal trade agreement cannot eliminate political risk. Canada must respond with more than counter-tariffs, subsidies and emergency assistance to affected industries. These may be necessary defensive measures, but they do not change the structure of our economy. Canada must undertake the greatest program of nation-building infrastructure since the construction of the Canadian Pacific Railway.

First, Canada needs genuine east-west trade corridors. Producers in Alberta, Saskatchewan and Manitoba must be able to move energy, minerals, agricultural products and manufactured goods efficiently to ports on the Pacific, Atlantic and Arctic coasts. Ontario and Quebec manufacturers need reliable access to Canadian ports without depending excessively upon American transportation networks. Rail capacity must be expanded, highways modernized and ports enlarged. Bottlenecks at Vancouver, Prince Rupert, Montreal, Halifax and Saint John must be treated as national economic-security concerns. The federal government has already begun examining proposals to strengthen trade corridors and modernize port governance. That work must now move rapidly from consultation to construction.

Second, Canada must build the energy infrastructure necessary to serve both Canadians and international customers.

It is extraordinary that a country possessing some of the world's largest oil and natural-gas reserves still lacks sufficient capacity to deliver its energy to multiple global markets. Canada needs additional pipelines, liquefied-natural-gas facilities, expanded electricity grids and transmission lines connecting provinces. It also needs new nuclear generation, including proven large reactors and emerging small modular reactors. Energy security is not an ideological question. It is the foundation of industrial strength, affordability and national independence. Projects must meet serious environmental standards and respect Indigenous rights. But consultation cannot become permanent paralysis. Predictable approval deadlines, clear responsibilities and early Indigenous participation would produce better decisions than today's overlapping and uncertain processes.

Third, Canada must establish a complete critical-minerals supply chain. Possessing deposits of lithium, nickel, cobalt, copper, graphite, uranium and rare-earth elements is not enough. If minerals must leave Canada for processing and return as finished components, we remain dependent upon foreign industrial capacity. Mines must be connected to roads, railways, electricity and ports. Canada must build refining and processing plants and manufacture batteries, electrical equipment, defence systems and advanced technologies domestically. Indigenous communities in northern and remote regions should become equity partners, workers and long-term beneficiaries—not observers whose territories are approached only after decisions have effectively been made.

Fourth, infrastructure policy must include defence.

The Arctic is becoming more accessible, more commercially important and more strategically contested. Canada cannot credibly claim sovereignty over the North without ports, airfields, radar, telecommunications, icebreakers and permanent transportation links. Dual-purpose infrastructure would serve northern communities while supporting the Canadian Armed Forces. A deep-water port can accommodate commercial shipping and naval vessels. An expanded runway can support civilian transportation, emergency response and military aircraft. Reliable broadband and energy systems can strengthen communities while improving surveillance and security.

Fifth, Canada must eliminate its internal economic barriers.

It makes little sense to demand access to international markets while allowing provincial regulations to obstruct trade within our own country. Labour qualifications, trucking requirements, procurement rules and product standards should be mutually recognized wherever legitimate health and safety considerations permit. Canada should become one effective national market of more than 40 million people. Removing internal barriers is among the fastest and least expensive ways to increase productivity and strengthen Canadian businesses.

Financing this transformation will require discipline and imagination. Public money should be concentrated on infrastructure that increases productive capacity rather than scattered among politically convenient announcements. Pension funds, Indigenous investment corporations and private capital can participate where projects have clear rules and credible revenue models. The Canada Infrastructure Bank can contribute, but governments must remain accountable for selecting projects according to national importance.

Strategic procurement should favour Canadian steel, aluminum, lumber, engineering and technology when consistent with our international obligations. If taxpayers finance a bridge, railway, power plant or defence installation, the project should help develop Canadian industrial capacity and skilled employment.

The danger is that governments will respond to the tariff crisis with slogans, retaliatory gestures and a collection of disconnected projects. Canada needs something more ambitious: a national infrastructure strategy supported across party lines and extending over several decades.

The Canadian Pacific Railway was once considered financially reckless and physically impossible. Yet it united the country and gave political Confederation an economic foundation. The St. Lawrence Seaway, the Trans-Canada Highway, hydroelectric developments and nuclear power stations similarly transformed Canada's possibilities.

Our generation faces another nation-building moment.

Canada should continue negotiating firmly with Washington and defending the rules of continental trade. However, we must never again assume that unrestricted American market access is guaranteed. We need the ability to reach Europe, Asia and other markets through Canadian territory and Canadian ports.

Tariffs are intended to make Canadians feel vulnerable and compel concessions. Our answer must be neither panic nor empty nationalism. It must be construction.

Build the ports. Build the railways. Build the pipelines and power plants. Build the northern roads, defence installations and digital networks. Connect our provinces, develop our resources and manufacture more of what Canada needs. National independence is not preserved by declarations alone. It is secured by the tools, institutions and infrastructure that allow a country to make its own choices. Canada must now build those tools—urgently, confidently and together.