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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 —

Staff that are part of the problem with the assignment of policy. Some municipalities have gone as far as suggesting the hiring of an internal auditor. More taxpayers money wasted to do what the municipal manager should be doing.

Unfortunately the municipal manager in many cases has become institutionalize and due to the salary they collect. These managers do not rock the boat in any way in fear of department heads turning on them and potentially affect their employment.

It has become customary for all municipalities to claim that tax increases are need in order to maintain same quality of service. This not taking into consideration the fact of an influx of new properties increasing the tax coffers for the City. Instead they claim that due to cost of living departments need more revenue. This not taking into consideration departmental waste in perks and special projects that never materialize.

Personally we have spent to long having department demand increase in budgets for services. The reality is that services are not getting better but instead in some cases worst.

Then the reality should be that administrators be auditing each department. Look for cuts in waste. Assign budget after carefully analysis the services. Cut duplication. Cut unnecessary pockets of reserves. Assume that each employee is productive and accountable.

Managers should be able to set budget for each department to assure adequate services. Tax increases have become fashionable for municipalities

Unbearable for the average taxpayer.

Sadly, many running do not have the corporate experience to even begin looking.

Others, have no administrative experience and follow the status quo in order not to expose their ignorance of management.

At the end of the day what do we get? More taxes to the point some people are loosing their homes. Others can't afford to buy as the deposit is out of touch for many and the taxes and utilities just put home ownership out of reach for many.

Personally I strongly believe that we must rid of municipal government. It has become to expensive to operate. By cutting waste. We can re-invest back in the community. But so then who will drive the bus?

With the development of Artificial Intelligence. I strongly believe that someone will come up with a GTP style system where you enter all the info that is already on line. let the A.I. analyze and break down the administrative protocol and let it. Give us suggestions on outcomes.

The legal community already has a system that plays out different defenses and scenarios for lawyers to consider. Why not for municipal administrations?

Financial realms also operate off A.I. platforms.

The future is bright. The future is full of uncertainty.

One thing for sure. We can't keep going the way we are. Humanity has been stretched to the max. Over population and the level of misinformation and confusion is at a critical level.

We need to re-evaluate civilization as we can't keep going the way we are. Over population if it has taught us anything is that it leading us to our demise.

Scholars have speculated that humanity is it's worst enemy... that famine, disease or war will eventually finish us off.

Ancient civilization that have appeared to dissolve into the wind... are writing on the wall that we should all take serious.

We are today faced with a municipal election. A time we get to pick someone from the population to represent our best interest.

Unfortunately many running are not capable of leading and in many cases either looking for a better job or a job. These individuals is not what society needs.

We need either administrators to run and administration or we need A.I type of systems to logically think with the background intel to make up scenarios that best suits our or civilizations interests.

The future is bright. No matter who we vote. The suffering will continue. Democracy has failed us.

BUDGETS FOR SERVICES or SERVICES ON A BUDGET!!!

By Joe Ingino

You can tell the type of success a company has by the way they configure their services vs budgets to accommodate the same. No matter the product or service. If your budgeted costs are not reflective of your product and service. Normally you either run a deficit or profit.

In the case of municipal government. Budgets have become a run away train. A train that driver speeds up on the last quarter in order to justify asking for more in order to maintain the same level of services.

This is wrong. Good leadership would look at each department within the administration and access the profit and loss or in laymans term. Cost vs waste. Most elected do not have the intellectual capabilities to perform such tasks. Therefore they depend highly on staff.



JOE INGINO
Proud Member of :

- Royal Canadian Legion #43**
Member since 2014
- 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



Ontario's EV Gamble: Show Taxpayers Where Their Money Went

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

Ontario taxpayers deserve an answer to a simple question: how much of their money has already been handed over to corporations whose automotive plans have been delayed, altered or abandoned?

Premier Doug Ford's government promoted its electric vehicle strategy as a historic achievement. Billions in investment announcements provided the backdrop for speeches, photographs and declarations of economic leadership.

Now taxpayers need an accounting of actual payments, enforceable obligations and results. Political optimism cannot substitute for financial accountability.

That responsibility extends directly to Ontario's Minister of Finance, Peter Bethlenfalvy. His portfolio includes fiscal policy, the provincial budget, borrowing and debt management, and financial reporting alongside Treasury Board Secretariat. He must answer for the affordability and fiscal consequences of these commitments.

The discussion must begin with money already spent. Ontario's 2025–26 spending records, reported by The Trillium, show payments of \$317.5 million to NextStar Energy, \$19.7 million to Honda, \$8.5 million to General Motors and \$2.2 million to Toyota—almost \$350 million altogether.

These are payments, not announcements. However, recipient totals do not establish that every dollar financed a troubled EV project.

Queen's Park should explain which projects received those payments, what milestones justified them and which employment obligations remain outstanding. This is taxpayers' money. The Finance Minister should insist on an understandable accounting, rather than expect citizens to reconstruct government policy from scattered expenditure records.

The federal record provides another substantial figure. An official briefing confirms that \$222,358,464 had been disbursed under the Stellantis agreement covering Brampton and Windsor through March 31, 2025. Approximately \$18.6 million was paid in 2022–23, \$85.9 million in 2023–24 and \$117.8 million in 2024–25. The agreement covers both facilities; the full amount cannot be assigned to Brampton alone.

Nevertheless, this is public money already transferred to a company whose Brampton commitments became the subject of a government dispute.

That briefing confirms that further payments under the agreement were paused after Stellantis announced Jeep Compass production would move to Illinois. Ontario separately committed up to \$513 million to the Brampton–Windsor project. That commitment is not a verified payment, but the province should disclose its disbursements equally explicitly.

Consider the scale: Ontario's \$317.5 million payment to NextStar, its \$19.7 million payment to Honda and the documented federal Stellantis disbursements total approximately \$559.6 million. This partial accounting spans separate recipients, agreements and reporting periods. It is neither a comprehensive Ontario EV spending total nor a finding that the money has been lost.

However, more than half a billion dollars in identifiable payments demands rigorous scrutiny. The Minister of Finance should explain how Ontario assesses its outstanding exposure. What further payments are anticipated? What happens to the fiscal plan if projects are delayed? What repayment assumptions are being used? What risks arise if corporate commitments become disputed?

These questions belong squarely in fiscal oversight. Responsibility for administering particular industrial agreements may rest elsewhere, but their consequences for Ontario's finances cannot be shrugged off.

NextStar must be assessed fairly. Its Windsor facility is operating. Ontario reported in March 2026 that it had produced over one million battery cells and hired more than 1,300 workers. Those are tangible results.

They provide a starting point for evaluating value. What employment must be sustained? How much additional assistance will follow? What happens if production changes?

Taxpayers should be able to assess the agreement throughout its duration, rather than receive milestones selected for political promotion.

Honda raises different questions. Its proposed Ontario EV supply-chain expansion was postponed in May 2025 because of slower market growth. That does not establish that Ontario's subsequent payment was wasted or attributable to the postponed expansion. It makes an explanation of the particular project essential.

Citizens should not have to guess whether money supported existing operations, completed work or a delayed development. The explanation should accompany the expenditure.

Volkswagen's PowerCo project in St. Thomas reinforces the distinction between commitments and payments. Production has been postponed from 2027 to 2029. That delay matters, but the production-subsidy envelope should not be portrayed as money already paid and lost.

Ontario should separately disclose related infrastructure expenditure and its enduring public value if the timetable changes again.

The political failure is the gulf between the certainty of the sales pitch and the clarity of the accounting. Queen's Park celebrated a transformation before many essential components were delivering. Taxpayers now face uncertainty where ministers previously projected confidence.

The Finance Minister must help close that gap. Publishing financial statements is necessary; explaining the exposure behind controversial spending decisions is also a political obligation. An accounting entry cannot demonstrate that an industrial subsidy represents good value.

Foreign corporations have contributed greatly to Ontario's economy. Their importance does not excuse weak bargaining. Corporate headquarters can revise production locations and investment priorities. Ontario taxpayers cannot revise their tax obligations when promised benefits become inconvenient.

American tariffs and changing demand explain some corporate decisions.

They also demonstrate why governments must examine adverse scenarios before committing public resources. Every dollar transferred has an opportunity cost. Electricity infrastructure, transportation, technical education and Canadian engineering businesses deserve comparison with corporate assistance. The Finance Minister should demand that comparison before supporting further commitments.

Queen's Park should publish a ledger for each major agreement: authorized support, payments, milestones, sustained jobs, repayment rights and recoveries. Independent review should test whether the original justification remains credible.

Where obligations have been breached, recovery should follow. Where plans change, further assistance should require reassessment.

Ontario's workers deserve dependable employment. Its taxpayers deserve measurable returns. Doug Ford's government sold these deals. Peter Bethlenfalvy shares responsibility for explaining their fiscal consequences. Both must account for money spent, defend the value received and protect the public purse.

Another photograph beside a corporate logo will not do.