

NEWSLETTER

Wednesday, February 7 Meeting

Location The Legion Hall,
Westboro Branch - 389
Richmond Road, between
Churchill and Roosevelt Avenues.
Parking is on neighbouring streets.
Start time –6 pm.

Coming Club Fishes

NONE!

NADA!

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FEBRUARY MEETING Legion

WEDNESDAY, February 7 – 6 pm

ANNUAL AWARDS DINNER

- 1. Meet & Greet – Grip & Grin**
- 2. Fine Dining**
- 3. Annual Awards**

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Miscellaneous Mutterings

ANNUAL AWARDS DINNER

Yes, it's that time again – in lieu of honouring Groundhog Day, I propose that Canada recognize the OFC Annual Awards Dinner as a National Holiday.

In a spirit of bonhomie or camaraderie or whatever, let us show up at 6 PM, ready for the good old “grip and grin” or “meet and greet”, if you prefer.

This is an opportunity to renew old acquaintances, if you haven't been keeping up with meeting attendance, due to mental (forgetfulness) or physical (age-related) infirmities.

The culinary skills of the Legion chefs are legendary – not only that, but they're good cooks as well.

Judging from the number of phone calls and emails that I've received on the topic, I think that we can expect a good turnout.

On the other hand, maybe the callers (who shall remain nameless) just wanted to be sure what they were missing.

Hard to say.

Late-Breaking News

Note: I haven't researched this myself, but Rick Newton has, so good enough for me.

The History of Manure

In the 16th and 17th centuries, everything had to be transported by ship and it was also before commercial fertilizer's invention, so large shipments of manure were common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles, you can see what could (and did) happen.

Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the term, "Ship High In Transit" on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

Thus evolved the term, "S.H.I.T." (Ship High In Transit) which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this term.

Neither did I.

I always thought it was a golf term.

My Note:

There is undoubtedly a moral to all of this. I leave it to the more experienced members of the OFC to enlighten all of us at the next meeting. Dave Dietrich or Old Grumpy have government and health services experience between them, so no doubt they can explain this to the rest of us.

I am indebted to Rick Newton for doing all the original research and alerting me to it so that I can bring it to everyone's attention.

Perhaps the members will undertake to spread (so to speak) the word.

Save The Fish

This is from the Wall Street Journal of November 14, 2006. Some members will recall that I have ranted on this subject from time to time. Nice to see that there are others who think that there may be grounds for concern. The following is a direct quote.

"We like fish. They're tasty, good for you, and catching them is good sport. We'd hate to see them disappear from the Earth's waters in our lifetime, as a recent meta-analysis in Science magazine suggested could occur. The four-page paper looked at trends across various regions from different sources and concluded that if present trends continued, the total collapse of fisheries around the world could occur by 2048.

Now, extrapolation of any trend far enough into the future can bring surprising results (remember Dow 36,000?). And at least one professor of marine sciences has called this particular extrapolation "mind-bogglingly stupid." But it's certainly true that some fisheries are overtaxed. And while the problem is worse in the developing world than in First World countries, we in the West have not exactly perfected the art of fisheries management. No one believes that cows are going extinct any time soon, and chickens seem safe. So what's the problem with fish?

Well, unlike domesticated animals, no one owns them. Government programs to set catch limits and so reduce fishing effort are a constant source of friction with fishermen, who are always pushing for higher limits than regulators feel are advisable. It's not that fishermen want to decimate their cash crop. But the system is set up to encourage them to push for whatever they can get, now. There's a better way.

Iceland has saved its fishing industry by adopting a system of individual, tradeable (*sic*) quotas. It's not quite the same as owning the fish, but it's probably as close as you can get short of starting a fish farm. The quotas are an asset that can be bought and sold, and their value is dependent on the viability of the fishery, so they give fishermen a direct financial stake in sustaining the fishery. It also takes the hair-pulling out of the current frequent negotiations between regulators and fishermen over where to set the limits for a given year or several years.

The current U.S. law on fisheries management expires this year and must be renewed. This has occasioned a resumption of the same old fight, with fishermen demanding that certain rules be relaxed and environmentalists pushing for a tightening of the restrictions. Why not instead sell the fisheries to the fishermen/

Set the quotas at a reasonable level, and let the fishermen themselves decide in whose hands they're worth the most.

For some, this will serve as a buyout program; they will sell their quotas and retire. W suppose the environmentally minded might even be willing to purchase some quotas and keep them. This could be expensive, but if they're right about the need to reduce fishing in a particular fishery, sitting on a quota they've just purchased could prove a sound investment over time. Nor are tradeable quotas merely a libertarian fantasy; groups like Environmental Defense have also come out in favour of them.

The alternative, as three decades of command-and-control fisheries management has shown, is a tragedy of the commons on the high seas. We don't expect to see the last fish hauled from the ocean, whatever the models may say. But there's no question the world could be doing a better job managing the resource. The need to reauthorize the current law offers an opportunity for rights-based reform.

Some Suggestions:

Here are some control suggestions based on what has worked elsewhere.

1. The Ontario MNR has a novel approach. Raid the MNR budget to finance the Caledon stand-off (or is that buy-off?). Bench all the enforcement personnel and take away their truck keys. This is either the worst budget-planning job in modern history(not enough money for ordinary operations), or the worst sell-out. I note that neither McGuinty nor Ramsay have anything to say.
2. (Your suggestion here.)

Health Care in Canada (also a McGuinty responsibility)

Two patients limp into two different medical clinics with the same complaint. Both have trouble walking and appear to need a hip replacement. The first patient is examined within the hour, is x-rayed the same day, and has a time booked for surgery the following week.

The second sees his family doctor after waiting a week for an appointment then waits eighteen weeks to see a specialist then gets an X-ray, which isn't reviewed for another month and finally has his surgery scheduled for a year later.

Why the different treatment for the two patients?

The first is a Golden Retriever; the second is a Senior Citizen.

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First Aid For Frozen Skunks

The following is from DWS "Sandy" Grant.

A man and his wife were driving home one very cold night when the wife asks her husband to stop the car. There was a baby skunk dying at the side of the road, and she got out to see if it was still alive.

It was, and she said to her husband, "It's nearly frozen to death. Can we take it with us, get it warm, and let it go in the morning?"

He says, "OK. Get in the car with it."

"Where shall I put it to get it warm?"

He says, "Put it in between your legs. It's nice and warm there."

"But what about the smell?"

"Just hold its nose."

The man is expected to recover, but the skunk she used to beat him with died at the scene.

Notable Westjet Quotes

A pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The policy required that the first officer stand at the door while the passengers exited, smile, and give them a "Thanks for flying Westjet."

H said that, in light of the bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment.

Finally everyone had gotten off except for a little old lady walking with a cane. She said, "Sir, do you mind if I ask you a question?"

"Why, no, Ma'am," said the pilot. "What is it?"

The little old lady said, "Did we land, or were we shot down?"

A flight attendant's comment on a less than perfect landing: "We ask you to remain seated as Captain Kangaroo bounces us to the terminal."

After a real crusher of a landing in Halifax, the attendant came on with, "Ladies and gentlemen, please remain in your seats until Captain Crash and the crew have brought the aircraft to a screeching halt against the gate. And once the tire smoke has cleared and the warning bells are silenced, we will open the door and you can pick your way through the wreckage to the terminal."



Never
misses!



Parking is
tough to
find!
Or
Do you
think that
parallel
parking
would be
better, dear?



Picture
taken at
my local
CTC gas
station
last
summer.