



NEWSLETTER

PROBUS CLUB VANCOUVER

#252-2025 West 42nd Avenue, Vancouver B.C. V6M 2B5 (604) 261-6818

*Clubs for retired and semi-retired professional and
business persons, former executives and others*

NEXT MEETING: July 18, 2000

TIME: 9:30AM

LOCATION: Stanley Park Pavilion

SPEAKER: Martin Collacott, former
Canadian Ambassador in Asia and the Middle
East

TOPIC: Immigration and Refugee Policies

Minutes from June 20, 2000

Attendance: 125 including 4 guests

Roy Williams chaired the meeting. John Hopkins reported on the Annual meeting of the Probud Clubs of BC held in Parksville. The President, Reg Wynot reported that there are 15 clubs in BC - 10 on Vancouver Island. 10 are composed of mixed groups. Many BC clubs have capped their membership. There are 105 clubs in Canada with a total membership of 11,000. Most clubs offer extra activities and outings. Next meeting will be sponsored by the Chilliwack/Abbotsford group. Geoff Walsh announced that the Saturna outing had been oversold by a wide margin.

Roy Williams introduced the guest speaker, Michael Walker, Director of the Fraser Institute. His extensive CV is listed in the May PROBUS Newsletter.

Mr. Walker directed the audience to the Institute's web site, www.fraserinstitute.ca, where there are many publications on health care. He has been studying health care since 1978 on such aspects as waiting lists, technology, availability of service, etc. He feels that the lifeboat model of health services funded by taxes which limits the amount of available resources is wrong. This has lead to rationing of services. All other privately

funded resources such as housing, automobiles, food are not limited, rather, production expands to meet demand. Similarly, using private funds will allow expansion of health care resources. He stated it is irrational that an individual can spend \$30,000.00 for an automobile but cannot pay \$1,500.00 to avoid a wait for a hip replacement because this is not allowed under federal regulation.

He noted that the Federal goals of health care - availability, portability, universality, comprehensive, government as payer, etc. have not been met. He gave numerous statistical examples of this. As for availability the wait for elective surgery in BC has increased from 10.4 weeks in 1993 to 15.2 weeks in 1998. Urgent angiograms are performed in the USA in less than 24 hours. In Canada there is a wait of 12-14 days for the same procedure. Elective cardiac surgery occurs within 2-4 weeks in the US, while in Canada the waits are 6-9 months. In Australia the wait for elective surgery peaks at less than one month, in Canada, four months.

In technology Canada ranks poorly in all areas except spending. We rank #21 in MRI availability in OECD countries, but rank #5 in spending. Comparisons with teaching and non teaching hospitals in BC, Washington and Oregon in 1998 showed that in the areas of Intensive Care Units, Cardiac surgery, and MRI, BC showed very poorly with long waits by patients to receive these services. One of the problems is the large administration bureaucracy that has developed because there is no separation between the funder and the provider of services. This has diverted funds away from health care and into a large

President:
Roy E. Williams
926-4727

Past President:
Pidge McBride
274-0446

Vice-president:
John Hopkins
985-8422

Secretary:
Don Farquhar
948-9908

Treasurer:
Bill Wallace
222-2365

**Speakers
Committee:**
Brice Macdougall
922-5321

**Membership
Committee:**
Dick Matthews
922-0358

**Visits and
Entertainment:**
Tom McCusker
261-4763

**House
Committee:**
Doug Lambert
266-2422

**Greeters
Committee:**
Norm Weitzel
925-3574

Rotary Liaison:
John Hoyle
926-2667

corporate structure rather than a more efficient system of the consumer paying the server giver directly. Labour is a significant cost. Health care workers are paid 23%-50% more than similar service givers in the hotel industry. The Canadian labour cost is 80% of the health care budget as compared to the 53% US cost. Trade unions are the biggest receivers of the health care budget and therefore are the greatest supporters of the Health Care Act. One myth is that more spending is necessary by government to improve the system. One marker of improvement - reduction in waiting times has not occurred with increased spending.

What can be done? He feels that universality, accessibility, comprehensive care, portability and government operation have failed as he has demonstrated in his talk. Polls show that the public is unhappy with present government run and funded system and seek change. He proposes the introduction of greater health care delivery by the private sector and a role for more private sources of funding as in all other industrial countries.

QUESTION: Our food, clothing and shelter industries are not government run, so why pick on health care as an area of government activity only. We do not provide lobster, penthouse suites, and designer clothes to welfare receipts so why should cadillac health care be offered. We have to be realistic and accept that this cannot be done. There is evidence to show that the low income sector does poorly in health indicators such as life expectancy despite universal health care, further evidence that our present system does not work.

His E-mail address is michaelw@fraserinstitute.ca

Don Farquhar, secretary

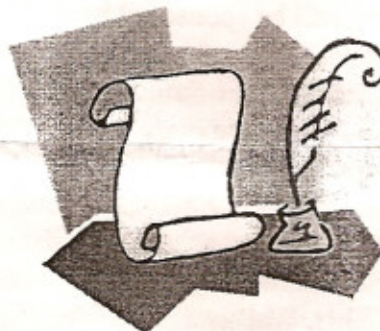
PRESIDENT'S MESSAGE:

During the first half of this year, the Probus Club sponsored a series of events that have been well received by many of our members.

On January 18th, the year was launched with a millennium luncheon at the Hollyburn Country Club. 137 members and guests were in attendance to enjoy this special monthly meeting.

Two groups of about 40 members each traveled by bus to the Museum of Flight in Seattle.... one on March 7th and the other on April 11th. Without exception, those in attendance claimed to have a most enjoyable and educational outing.

On April 16th a spring flower tour of Minter Gardens was scheduled and more than met the expectations of the capacity crowd of members and wives attending this spectacular event.



The third annual Probus Club golf outing took place on May 1st. Everyone attending, I'm told, enjoyed the golf and especially the 19th hole and dinner at the University Golf Club.

The Saturna Island Wine Tour was fully booked well ahead of the event, which took place on June 22nd. Preliminary reports indicate the tour was a huge success.

These events take considerable time and effort on the part of the organizers. We are grateful for the volunteers who put these events together and then insure that they are successful.

Your Visits and Entertainment Committee under the current leadership of Tom McCusker will continue to explore opportunities for the membership to meet, socialize and enjoy outings to attractive destinations.

Sincerely,
Roy E. Williams,
President

JULY GREETERS ARE:

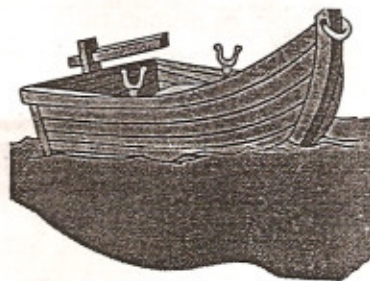


PAUL KEPKAY
GEORGE PLANT

A Day at Saturna Island Vineyards, Winery & Lodge

On a sunny June 22nd day, a capacity crowd of 50 members and their spouses spent a delightful time visiting Saturna Island. Getting to Saturna is no easy feat, but tour co-ordinator Fred Cotton overcame this problem by leaving Tsawwassen at 10:20 and organizing a 45 minute water taxi ride from the BC Ferries dock at Sturdie's Bay on Galiano Island, arriving at Saturna about 12:30. A quick tour of the new vineyards was followed by a longer sojourn at the winery where our hosts tempted our palates with four Saturna Island Vineyards products. Several plain brown bag packages were observed on the return journey that attest to the success of the tasting. Lunch was served at the Saturna Lodge & Restaurant.

Our chef Hubertuslate of a well known Vancouver restaurant, chose fresh ingredients, some local, arranged with artistry and imagination to create two wonderful entrees. The lunch was leisurely in a restful setting that was in its glory on a warm, sunny Gulf Island day. The good news was that the sold out crowd enjoyed the whole experience. The only bad news was that we left behind a long wait list of disappointed members who signed up too late!



MARTIN COLLACOTT

602-1548

Martin Collacott was born in Vancouver and has a BA and an MA in Philosophy from the University of Toronto.

Following graduation, he worked for the Toronto YMCA and subsequently spent several years working with immigrants when he was citizenship advisor for the Ontario Department of Education.

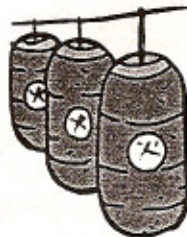
He then went to North Borneo as a CIDA Advisor and for five years trained teachers in Chinese schools to teach English as a second language.

In 1966 he joined the Department of External Affairs and was posted to Saigon, Hong Kong, Beijing, Lagos (Nigeria) and Tokyo. During this period he also served as the Chinese-speaking member of the Canadian team which negotiated the establishment of diplomatic relations between Canada and China.

In the latter part of his career, he was High Commissioner to Sri Lanka from 1982-1986, Ambassador to Syria and Lebanon from 1990-1993 and to Cambodia from 1993-1995.

Since retiring he has been involved in a number of projects in Asia in the areas of human rights and Democracy and, most recently, has concentrated on efforts to reform the Canadian Immigration and Refugee Determination System.

He has written articles on these subjects for the Vancouver Sun and National Post, has been interviewed on Radio and Television and in recent months has testified before a Parliamentary Committee in Ottawa and a Congressional Committee in Washington.



DO YOU RECOGNIZE ANY OF THESE NAMES

- *Bedlington and Nelson Railway*
- *Idaho and Washington Northern Railway*
- *Columbia and Western Railway, and branch lines - Deadwood from Greenwood, Phoenix from Eholt.*
- *Yahk Tie and Timber Railway*
- *Kootenay and Arrowhead Railway*
- *Spokane and British Columbia Railway, Known by at least 7 other names including Republic and Kettle River Railway, Grand Forks and Republic Railway, Kettle River Valley Railway, Kettle Valley Lines and Hot Air Lines*
- *VV&E spur to B.C. Cement near Princeton*
- *Atlin Southern Railway (the Taku Tram)*
- *Crows Nest Southern Railway*
- *Portland Canal Short Line Railway*

Another dozen of those obscure and mostly long-forgotten railways from the early 1900's, only one of which has steel on the roadbed today - and used only for service club sightseeing excursions on Summer weekends. These roads join a long list of losers, others of which I presented in a small article last April. Like the others, everything of these railways is gone except the old grades, overgrown and weathered but still there, if you look in the right places. I've hiked or driven over most of them - at least the ones accessible on foot or by 4x4 during warm and dry fall weather.

Some of their histories include (as do most mountain railways') funding scandals, wood-fired steam engines, snowsheds, switchbacks, avalanches, and heavy grades. All their histories include dedicated railroaders, some of whom died on the job in wrecks or other misadventures. Railroading in those early days was an especially hard life.

The old roads were primarily dependant on resource extraction and generally failed when the mines closed, producing many ghost town ruins - and a few determined hobbyists who probe their histories on the ground, just for fun.

It is fun - and history is too.

Bruce McCallum