



# NEWSLETTER

## PROBUS CLUB VANCOUVER

#252 West 42nd Ave., Vancouver, B.C. V6M 2B5 Phone and Fax 604-261-6818  
*Clubs for retired and semi-retired professional and business persons, former executives and others*

[www.probusvancouver.com](http://www.probusvancouver.com)

July 2010

**Next Meeting:** July 13th, 2010  
**Time:** 9:30 am  
**Location:** H.R. MacMillan Planetarium and Space Centre, Lower Level  
**Speaker:** Jane Bird  
**Topic:** Building the Canada Line

**UPCOMING EVENTS**  
August 24th—Walking Tour of Coal Harbour  
September 16th—Tour of New Simon Fraser University

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### JANE BIRD



Jane Bird is the former Chief Executive Officer of Canada Line Rapid Transit Inc. In her capacity as CEO, Ms. Bird was the senior executive responsible for the management and implementation of the Canada Line, a \$2 billion, 19 km rapid transit line, connecting downtown Vancouver with Richmond and the Vancouver International Airport. The Project is a P3, funded by all levels of government, the Airport Authority and the private sector. Canada Line was completed on budget and 3 ½ months early, beginning revenue service in late August 2009.

Prior to her involvement with Canada Line, Ms. Bird was responsible for negotiations on behalf of the City of Vancouver with the Province of British Columbia for the Millennium Line rapid transit extension, which commenced revenue service in 2002. She also successfully as-

sisted the regional transit authority in their efforts to address a significant funding shortfall.

Ms. Bird is a lawyer. Prior to her work on transportation and infrastructure projects, she was a partner in private practice in corporate, commercial and real estate law.

Ms. Bird is a Director of Global Container Terminals Inc.; a Director of the Simon Fraser University Community Corporation and a member of the Institute of Corporate Directors. In 2009 she was awarded the Vancouver Board of Trade Spirit of Vancouver Outstanding Leadership Award.

***A senior engineer from SNC-Lavalin, the engineering company responsible for the construction of the Canada line, will be assisting Jane Bird with the presentation.***

## Report of the June 8<sup>th</sup> Meeting

*Attendance: 213 Members and Guests*

President **Nick Thornton** called the meeting to order at 10:00 AM. **Ted Horsey** acted as Secretary.

Membership Chairman **Don Newman** introduced 3 new members: (See "Welcome New Members").

Activity Committee member **Bob Nugent** said that the Activities Committee was thinking of having a Golf Day. He asked for a show of hands of those members who were interested in participating. A number of members showed interest.

Speakers Committee Chairman **David Scott** said that one of the strengths of Probus Club Vancouver was the interesting, authoritative and well-delivered talks by speakers who had been recruited by Club members. The Speakers Committee is looking for 2 to 4 new members between the age of 50 - 70 years to help out in the Committee. Those members who are interested should contact David Scott (604-408-9021 or [david@scott.ca](mailto:david@scott.ca)).

Under Member Services Chairman **Jon Collins** direction, our website has been changed. Now almost all information about the Club is available to everyone on the website.

**Gordon Armstrong** introduced the guest speaker, David Emerson.

Mr. Emerson opened his address by indicating that there have been seismic shifts in the evolution of Canada and its political and economic thinking since 1990. He has concerns about the marginalization of Canada because of the changes, and that it will be hard for Canada and British Columbia to continue its 1990 prosperity. The Federal and British Columbia governments have to think about what to do to avoid this so our children will have the good life we have had in the past.

When Mr. Emerson was young in Grande Prairie Alberta, the west regarded the railways and the banks as exploiters. West-

ern Canadians felt alienated, parochial and exploited as a milk cow for Ontario and Quebec. Canadians as a whole felt alienated by the United States, being treated as a branch plant economy. Western Canadians were ambivalent about trade. Fundamentally we are a small economy with a large land mass and without trade we would be a poor country. Historically we were hesitant about free trade. Political parties of the left have always been protectionist.

The 1990's became a watershed decade because of the Canada / U.S. Free Trade Agreement, later evolving into the North American Free Trade Agreement. Canada became North America oriented, and many considered that the nirvana had arrived. We adopted the North American Platform and also benefited from multilateral trade arrangements through GATT (later the World Trade Organization).

However, since the golden days of the 1990's there has been a global shifting of the centre of gravity towards the BRIC countries--Brazil, India, Russia, and most importantly China, and also Indonesia, Viet Nam, South Korea and Malaysian. There has been a globalization of the world economies, brought about by advances in technology, particularly the internet, as described by Thomas L. Friedman in his book "The World is Flat". Small economies are growing, forging their global trading arrangements.

The North American partnership started to erode, particularly after 9 / 11. The Canada / U.S. border has been thickening. There are global issues which are becoming very important, such as environmental matters, poverty, pandemics, and international security. Canada must deal with them on a global basis.

The North American Free Trade Agreement is important to us in western Canada. We are the Pacific gateway to a market of 400 million people. International corporations could establish offices and factories in western Canada as easily and beneficially as in the United States to service the whole North American market of

400 million. With our ports, railway systems, and airports we are a gateway into the North American heartland. We provide a quicker and more efficient transportation route. However, the NAFTA arrangements are being eroded by United States requirements such as country of origin labeling, border checks and delays, fees for entry and environmental protection. Shippers can avoid these complexities by going directly through U.S. gateways.

We still must build and extend our NAFTA benefits, and with that platform develop trade with the Europe. NAFTA and European free trade are two legs of a three-legged stool, the third leg is our Asia Pacific relationships. We have no free trade agreement with any Asian country. While things look good now the outlook for 20 - 30 years is sad unless we have a deep trading relationship with the Asian Pacific countries.

We must adapt our tariffs and economic relationships to the new global realities, and become part of the global value-added network grid where products have value added throughout the world.

Federally Canada must rethink how we make use of and cement our special relationship with the United States. We should remember that there are more Mexican voters in the United States than there are voters in the whole of Canada. We should get to Washington and Mexico and make sure that we are all singing from the same song sheet for North American free trade.

We must re-energize the global platform multilaterally. At the last Doha Round of World Trade Association negotiations Canada was on the side-lines because we ourselves are protectionist. With our supply management requirements in milk, dairy and poultry products we inhibit the importation of these products. All parties in Parliament have passed a resolution that there should be no change in our supply management policies for milk, dairy and poultry products. Because of these restrictions on free trade, few countries see large gains from trade negotiations with Canada.

Canada should forge economic agreements that include labour mobility, immigration, investment protection, regulatory compatibility and air services with India and China.

Provincially, some say that the provinces

have no role in free trade negotiations, and that the provinces have no power to engage in negotiations. This is not correct. In energy, mining and agriculture the provinces have a role to play. In regulating education, human capital, universities and the professions the movement of skilled persons is important. Provincial governments influence transportation infrastructures, the rail system and public product procurement. We should get more young people fluent and making use of their fluency in Asian life styles and languages.

In response to questions, Mr. Emerson

said:

1. The Harper government has come a long way in improving relations with China.
2. A minority government makes it difficult for it to make changes in the supply management policies of the Canadian government.
3. There are over one million voters of Chinese origins in Canada, and Canada should work to get our immigrants involved in trade with their countries of origin.
4. Canada discussed free trade with South Korea, but there was a perceived problem with Japanese car makers who had operations in Canada. In fact, only about 30 jobs would be affected. There was no voice from the West, which would greatly benefit from free trade with South Korea, so negotiations have become stalled.
5. The Canadian Wheat Board is not an issue in international free trade negotiations.
6. The proposed Harmonized Sales Tax (HST) is a good tax.

Past President George Adams thanked David Emerson for his strategic vision and his most informative presentation.

### **IN MEMORIAM**

It is with regret we announce the passing of Ken Stevenson on May 24th, 2010.

Our condolences to his family. A donation will be made in his memory by Probus to the Artizo Institute.

## TOUR of the NEW SIMON FRASER UNIVERSITY WOODWARD'S

(Organized and planned by Jack Farley)

**THURSDAY SEPT 16TH**

**9:30 Coffee 10:00-11:30 Tour**

**No-Host Lunch To Follow The Tour**  
at the Gastro Pub



For more than 30 years, SFU's School for the Contemporary Arts has kept stride with culture's cutting edge. In late September SFU's unique dance, film, music, arts and theatre training program will

relocate to stunning new cultural facilities within the redeveloped complex on Hastings Street in downtown Vancouver. 1200 students will be using the facility at the start increasing to an estimated 5000.

### HIGHLIGHTS:

- Fei and Milton Wong Experimental Theatre (440 seats) plus two studio theatres.
- The World Art Performance Studio will house the School's Indonesian gamelan orchestra
- 350 seat cinema/lecture hall
- Main floor teaching gallery will accommodate contemporary art exhibitions  
Film soundstage, two film screening rooms, three additional dance studios and two additional theatre studios.

**MEET at SFU WOODWARD'S 149**

**Hastings Street** in downtown Vancouver. Enter via the courtyard entrance at the corner of

Cambie and Cordova Streets. There is an Easy Park lot located at Cordova Street across from the courtyard. Look for the Probus member who will guide you to the atrium of the Mei and Milton Wong Experimental Theatre. We will have 3 individual tour groups of 15 people each. The Gastro Pub is located in the square adjacent to the entrance to SFU Woodward's. Detailed information on how to get to the new SFU Woodward's will be available at the Activities Desk at the monthly Probus meeting.

Cost of the tour is \$15 payable when you register. The tour is limited to Probus members only (45 total). We will maintain a waiting list.

**You may register in one of three ways:** using Probus on-line website and PayPal; at the activities desk next Probus meeting or by emailing Bill Robertson ([robertsonwd@hotmail.com](mailto:robertsonwd@hotmail.com)) and sending payment to Bill Robertson  
3711 Puget Drive, Vancouver, B.C. V6L 2T8

## WALKING TOUR OF COAL HARBOR

**TUESDAY AUGUST 24<sup>TH</sup>**

**9:30 – 11:30AM**

**No-Host Lunch To Follow The Tour  
Led By Our Outstanding  
TOUR GUIDE JOHN ATKIN**

COAL HARBOR has played a large role in the history of Vancouver. It was the coal seam on the shoreline that excited interest in the area and prompted the sale of the West End to three men from New Westminster. They had hope of developing "New Liverpool, the future metropolis on the West Coast". The harbor attracted the Canadian Pacific Railway, as they chose it as the terminus for the transcontinental railway. Along with the railway, Coal Harbor would become home to Boeing Aircraft factory and the Denman Arena where the Vancouver Millionaires won the Stanley Cup.

With the rise of containerization, inner city freight yards became redundant and in the



## Membership Services Team

### Membership Services Desk:

Jon Collins

### Cash Desk:

Duthie Welsford,  
George Adams  
Ted Fitz-Clarke

### Greeters:

Frank Anfield  
Walter Badum

## Welcome New Members

**Brian Gilmer** – Finance

**Herbert "Herb"**

**Hornstein** – Civil Engineer/Steel Fabrication

**David Phillips** – Computer Software

# NOTICES

1990s the land was sold for redevelopment. And it is this carefully considered and planned area that is the subject of the tour. We will be looking the planning, zoning and architecture of this series of waterfront neighborhoods that make up the Coal Harbor area.

**MEET at the Information Centre Canada Place** (in front of Old Convention Centre and the Pan Pacific Hotel (across the street from the Fairmont Waterfront Hotel)). The tour will begin and end at this site. Cost of the tour is \$15 payable when you register. The tour is limited to Probus members only (30 total). We will maintain a waiting list. **You may register in one of three ways:** By using the Probus website and Pay pal; By registering at activities desk at the next Probus meeting or by emailing Bill Robertson ([robertsonwd@hotmail.com](mailto:robertsonwd@hotmail.com)) and sending payment to Bill Robertson at: 3711 Puget Drive, Vancouver, B.C. V6L 2T8

## Probus Rendezvous

A national conference for members of all Probus Clubs will be held in Vancouver from September 14<sup>th</sup> - 16<sup>th</sup>, 2011 at the Sheraton Wall Centre. Invitations will be extended to all Canadian and select international clubs. This event will be hosted by the Vancouver North Shore Club and supported by our club along with all Probus clubs in the Lower Mainland and the Fraser Valley. We are anticipating about 300 registrants.

Planning is now underway, lead by Chairman Esio Marzotto, past president of the North Shore Club, and joined by representatives of the various participating Probus groups. Over the next few months we will be formulating our conference theme and program. We would welcome any of your ideas along with additional volunteers to assist in the development and execution of this exciting project. Please contact me at one of our regular meetings or via e-mail.

Bill Sexsmith [bpsexsmith@shaw.ca](mailto:bpsexsmith@shaw.ca)



**Coal Harbour**