

RALU News



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THE PRESIDENT'S MESSAGE

By the time you read this, the new year will be several weeks old, but it is still appropriate, I think, to wish you all a happy, healthy and prosperous year in 2016.

Cold and dark as it usually is, this time of year is probably the gloomiest time for most people. However, this year has had more than its fair share of mild weather and the days are getting visibly longer, which helps to ease the gloom. RALU also tries to contribute to the wellbeing of its members by continuing to offer monthly presentations on a variety of topics. February's presentation on 'new and alternative vacation destinations' by Tina Carastathis of Maritime Travel is probably fitting for this time of year. RALU will also continue its monthly lunches. We have tried various venues; usually buffet events, offering Italian, Polish, Slovak and Canadian cuisine. We would like to expand the experience so if anyone has a favourite eating place that you think might tickle the taste buds of the membership, please let me know and I will pass it on.

Another topic that might be of concern to some of you is the status of the

pension deliberations at FSCO. Since the middle of last year the University lawyer has been able to delay the process, by asking for and being granted extra time to make a submission. I have contacted FSCO for an update, but as yet have had no response. I will try again.

With best wishes,

Dave

NEW DIGITAL TOOLS FOR ARTISTS

On December 2nd, Mark Nisenholt, who recently retired from the Department of Visual Arts, gave a presentation at the 55 Plus Centre to the RALU membership. Professor Nisenholt demonstrated various graphic applications available for the Apple iPad.

The presentation featured apps of use in simulated digital painting and drawing, photo manipulation, graphic design, and various special effects.

Several apps were shown that replicated to one degree or another the natural media that an artist would normally use, such as ink on paper or oil paint on canvas. These were applications such as [Procreate](#), [Art Rage](#), [Pixelmator](#), [Auryn Ink](#), and [Sketch Club](#)



Auryn Ink

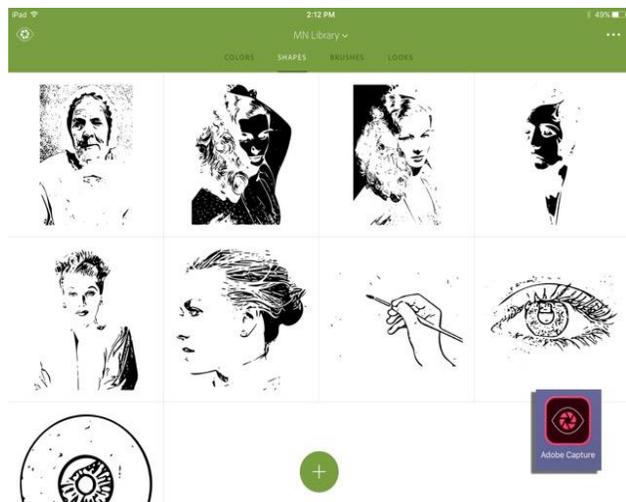


Art Rage

These apps feature a wide range of customizable tools for drawing and applying color and which also employed

layering and superimposition of multiple levels of imagery. All the applications also allowed for importing photos in order to draw over or manipulate the photo image with special effects filters.

In addition, a suite of applications from the [Adobe](#) corporation were featured, including a version of the very popular Photoshop program called [PS Touch](#) which has been superseded by a new free program called [Adobe Flx](#) which cleverly alters photos in a very easy and intuitive way. Another Adobe app called [Adobe Capture CC](#) allows one to convert photo information into sleek drawings which can then be imported into many other Adobe applications via the Adobe Creative Cloud Libraries.



Adobe Capture

Another category of applications were those that allowed for precise design and vector drawing of shapes. [Graphic](#) is one such program that is very easy to learn and competes very well with its Adobe

competitors such as [Adobe Illustrator Draw](#).

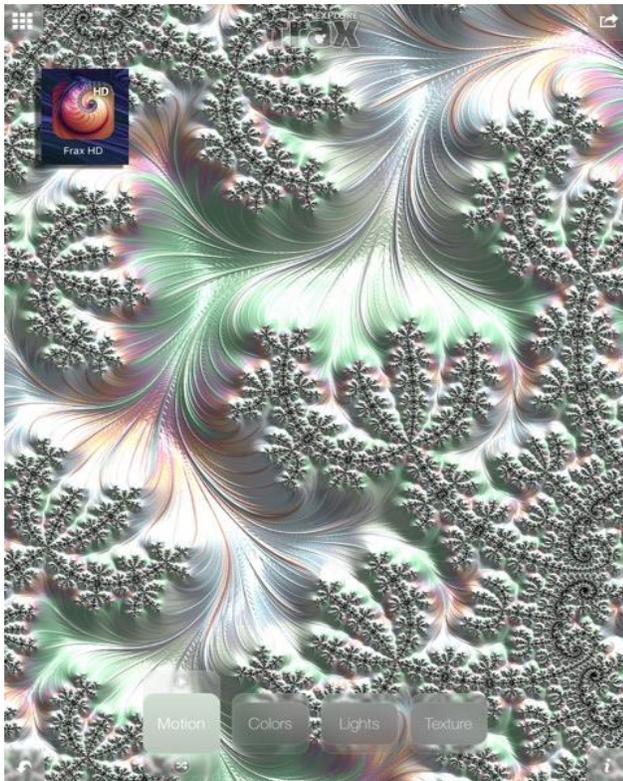
As well, a number of apps had limited aims but executed them powerfully. [Percolator](#) translates photos into circles and bubbles in various forms, yielding a pleasant effect. [Waterlogue](#) is an astonishing app that transforms photos into watercolours very convincingly.



Waterlogue

[Tangled FX](#) is an app that redraws photos in a variety of ways that usually result in something resembling an etching or drawing but which allows for a wide range of creative variations. Also very useful is a program called [Union](#) that allows one to

easily combine two or more images into one. [Frax HD](#) is a fractal generating application that produces very complex and beautiful fractal patterns and can be explored endlessly.



Frax HD

All the apps presented are available for the iPad on the Apple App store or via iTunes. Some apps are free and some are inexpensive, but even the most expensive are only about \$10. Also note that some apps, such as Pixelmator and Art Rage, are sold in more costly versions for use on your desktop or laptop computer.

Mark Nisenholt

THE CLIMATE WALK

November 29th, 2015. Thunder Bay witnessed a well-attended march to support our need as a society to confront the issues surrounding climate change.



Forming up in Hillcrest Park

The people gathered in Hillcrest Park for a rally/media scrum focused on the playground. The gathering was addressed by Paul Berger, President of Citizens United for a Sustainable Planet (CUSP), one of the organizers of the event. There was a moment of silence to commemorate people engaged in the struggle, followed by a joyous shout of hope, which got everyone's blood flowing.

Two hundred people from all over the region were intent on sending a message loud and clear to elected leaders on the issues of climate change. A single discordant note was sounded by a car with Saskatchewan plates, the driver of which revved the engine in impatience at the gathering that had spilled onto the roadway.



The marchers winding down Waverley Street

The marchers merely ignored this show of bad grace. Northern Ontarians of all ages demonstrated for survival of future generations



Crossing Waverley Park

The marchers were treated to entertainment with a message by the Wonderful Core Band.



The Wonderful Core Band

The band led the audience through the Energy East Song and Dance to ask important questions.

<https://www.youtube.com/watch?v=MJqVjWQR47g>

Marchers watched the Northern Ontario screening of the movie *This Changes Everything*.

Ian Dew

THE PUBLIC GOOD AND CORPORATE INTEREST

It is only necessary to walk out of our doors and drive or bike around our city to see the work of corporations shaping the form and function of our urban spaces. In the town that invented modern public transportation in Canada and has some of the best know-how about making a lot of the most sophisticated commuter rail cars from Philadelphia to Toronto; in a city priding itself on an independent spirit and equality — the auto and the auto lobby rule.

This hegemony is ordained and sanctioned by “government”. In this case, our municipal transportation department is interpreting by its own lights, the Ontario provincial highway laws and regulations and the laws of Canada. All of this somehow contrives to give little provision for pedestrians or cyclists. This is to say nothing of the children and special needs people who have to live with it.

At the new mall across Fort William Road next to Intercity, the newest example of urban planning provided by our city guided by marketers, can be seen. Here is the nexus between corporations and government operating in perfect harmony. The auto lobby with fellow travellers, the oil business and large retailers, join together to form a new elite. These are the drivers of autos, specifically large SUVs and pickup trucks. In the mall parking area, there is no provision for people to do anything other than park their autos and hop up onto the only sidewalks that exist to funnel them into the stores. There is one bike rack.

To complete our urban experience for the ordinary pedestrian, include just a few large motorbikes and the fleet of city buses, which are fined to a loud roar and really motor around. And then there’s air pollution, thinking of the legions of school buses.

And then there’s safety. On Memorial and Balmoral Streets we can see people trying to cross between the few crosswalks that exist. They include obvious strangers to the city, old folks, families with

children in strollers, people in wheel chairs and on scooters trying to find a safe place to cross. The crosswalks can be many hundreds of metres apart. When they finally reach them, the pedestrian knows that the heavy button required to operate the light may not actually work.

If you want to see how the struggle between the auto and pedestrians and cyclists is faring, travel on foot or by bike between the College and LU along what is labelled “The Trans Canada Trail”. When you reach Central Avenue close to rush hour, let us say 8.20 any work-day morning, you will see the two groups contending. There is an elephants’ parade of big autos, mostly SUVs and big, expensive pickup trucks. Each contains a single person, the driver, and is coming in from the more affluent burbs. Runners, walkers and cyclists collect behind the stop signs on either side, waiting for a break in the line of headlights. Some drivers are speeding, making crossing a hazardous endeavour, especially in the hours of twilight and darkness — which is most of the time in winter months. There is no crosswalk and, this being Ontario, the autos do not stop unless they are backed-up from the cross street. More athletic runners and cyclists use their momentum to race across in gaps in the traffic without stopping at the stop sign. Veteran pedestrian and bike commuters on this route learn to spot the vehicles without lights and are extra careful not to fall.

And then there’s noise. The frailty of the human frame, in this case mine,

became painfully apparent this summer in the form of what a doctor diagnosed as *myoclonus*. It is an intermittent ear condition, consisting of rapid tapping sounds, similar I am told to *tinitis*, which is a whistling sound in the ears. It is annoying. Debilitating. Maddening. It is the ear's defence against too-loud noises. It is created by the muscles that control the ear-drum malfunctioning.

In my case, I believe it was caused, and is certainly co-incident with, a succession of insults in the form of loud noises this past summer. There were many such over this summer: a movie at the Cineplex where the sound was cranked up and another when a negligent construction crew operated a piece of loud machinery without warning. Most often though, injurious noise was and is inflicted by an auto or motor bike while I was a pedestrian or cyclist in traffic. On one occasion waiting with my bike standing on the corner of the "Harbour Expressway" and Memorial Avenue a large, built-up, diesel-powered pickup truck with tinted windows, revved up and accelerated very slowly, creating a string of loud explosions that vibrated my ear drums. I clutched my ears in vain.

So it goes. In darkness, when driving or otherwise being near auto traffic, especially when walking or biking, the same disparity between the human frame and the tall SUV or pickup becomes painfully apparent. An important item in the ranking of the pickup truck in the pickup culture, is customization whereby

the body of the vehicle is raised above the standard height. This can be from a few centimetres up to a metre. Headlights, increasingly new LED, halogen or other technology that are many time brighter than those of small cars are dazzling.

These designed problems of loud noise and offensive use of lights are of no interest apparently to municipal or provincial regulators; the local police or by-law enforcement people... presumably because a majority themselves own big SUVs and pickup trucks.

There are dimensions upon dimensions of this relationship among corporations and ordinary citizens. The auto lobby includes all the folks who make a living out of the infernal combustion engine. From manufacturers on down to salespeople, gas station attendants, mechanics and folks who work in the panoply of financial services and insurance services, and not to mention the army of sales folk and delivery people associated with the salt and chemicals businesses. Some marketer has convinced perfectly normal, kind, loving people that this is the norm for getting from A to B. Cue Sam Elliot. "Guts! Glory! RAM!"

A class system exists. It should be understood that the stakes for people not driving tall SUVs and pickup trucks are one's health, and occasionally, life and limb. The same auto lobby determines the shape of the suburbs and short circuits public transport. It is a bizarre situation for a community that boasted the first electrified street railway in Canada, which

ran all the way from Current River to the recently privatized King George's Park. It is doubly so in a community that makes some of the most complex, reliable, comfortable commuter rail cars on the planet.

Ian Dew

EVENTS

Check the website for other events <http://www.lakeheadretirees.ca/> You are asked to use website regularly and to send items for inclusion. Events are a moving target at best. Please send changes and corrections to ralu.communications@gmail.com

Wednesday 27 January. 7 pm.
RALU Monthly Meeting. 55 Plus Centre Classroom no. 1, River Street, Thunder Bay.

Tony Carfagnini presents a talk entitled, *Estate Planning Basics*.

Tuesday 9 February
Water. Inaugural Community Town Hall. Waverley Library Auditorium, 6.30 to 9 pm.

This series of "People Power Community Think Tanks" will demonstrate corporate strategies used to manage opposition and dissent and develop antidotes to ensure the operation of an informed democracy.

Sponsored by the Council of Canadians Thunder Bay Chapter.

Wednesday 17 February. 3.30 pm.
Embassy Bistro

Explore the world your way! Experience and enjoy faraway places and turn travel dreams into reality by travelling to some of the world's most exotic and interesting destinations any way you please! hether it's to Europe, Asia, Africa, South Pacific, South America or somewhere in between!

Refreshments will be served. **RSVP to ralu.communications01@gmail.com**

The Embassy Bistro is on the 2nd floor of the Finnish Labour Temple (above the Hoito Restaurant). There is metred parking on Bay Street, Labour Temple lot in the rear, plus a parking lot across from the Kivela Bakery. Below is a link to a blog.

<http://blog.goway.com/agent/2013/02/pts-aubrey-schmidt-joins-goway/>

Tuesday 12 April
Food. Second Town Hall sponsored by the Council of Canadians Thunder Bay Chapter.

Tuesday 14 June
Forestry. Third Town Hall

YOUR THUNDERWOLVES



Track and Field

The Thunderwolves track and field team will be looking forward to hearing how one of their runners fares when he travels with the Canadian team for the second year in a row to the 2016 Pan American Champs Competition in Caracas, Venezuela, in March. Kevin Tree competed in the National cross country running championships and finished 6th, 10 seconds behind the winner, to qualify for the Canadian team. We wish him all the best in his race!

Men's Hockey

It has been a disappointing first half of the season for our Thunderwolves. As of January 5th they are sitting in tenth place in the OUA West Division with a total of eight points, six points behind Laurier, Toronto and Brock. In order to make the playoffs they need to be in eighth place. Although they have lost ten games, six of their sixteen games they lost in overtime. We did finish the last remaining games before the Christmas break on a positive note, defeating Brock 3-2 and losing to first place York in double overtime with one

second left. They then proceeded to sweep Guelph in the Save our Energy Christmas Challenge at the end of December. Hopefully this will give the team some much needed confidence and determination to improve their results in the remaining games of the season. They are a young team and seem to now be more comfortable with each other on the ice. At the moment Quesnele and Alcock are out with injuries; Alcock for the rest of the season with a knee injury.

If you are a hockey fan come out and support the Wolves in their push for a playoff spot! They play at the Fort William Gardens against Waterloo January 29-30th. Game time is 7:00 PM.

Men's Basketball

It has been an up and down season so far for the team. In non-conference games they are 11-3, and conference games results are 3-5. They are in third place out of four in their Central Division. They started off the regular season with a win and loss against Guelph in November; then a loss to Ottawa and Carleton; defeated Nipissing and Laurentian November 20th and 21st; then lost two games to Brock before the Christmas break. The team traveled to Winnipeg during the holidays to compete in the Wesmen Classic Tournament. There they defeated Winnipeg 72-64, and Acadia 89-47, but then lost to Winnipeg in the championship game. Henry Tan and Bacarious Dinkins are playing well for the team so far. Their next home games are on

January 29th and 30th against McMaster.

Women's Basketball

The women's team, like the men's team, are missing key players from last year's team. As of the beginning of January they are sitting in 4th place in their four team Central Division with a 3-5 record. Their non-conference record is 7-6. They started off their regular season with two losses to Guelph in early November and a loss to Ottawa. They then defeated Carleton, Nipissing and Laurentian, and suffered two losses to Brock before Christmas. During the Christmas break they traveled to Halifax to compete in the Thunder Selects CIS Holiday Classic. On December 28th they lost 76-45 to the Saint Mary's Huskies, then the Carleton Ravens beat them 50-33 but then on December 30th the Thunderwolves stormed back to defeat the Brock Badgers 81-68. Katelyn Andrea lifted the team out of their "holiday funk", scoring 26 points with 15 rebounds. According to coach Kreiner, it was the best game of her career to date. They play at home on January 29th and 30th against McMaster.

Margot Ponder

TRAVELOGUE: NEW ENGLAND TO SAINT JOHN, NEW BRUNSWICK AND THE HEART OF THE ENERGY EMPIRE

Being a tourist this past summer on a journey by road from Boston through

New England and New Brunswick gave me an opportunity to see an amazing concentration of transportation serving the oil-industry at the largest oil installation in Canada. I received a crash-course in train-spotting skills that can be used here at home.

Flying into Logan Airport on a Porter Airlines Bombardier Q400 looking down on the beach front communities on the islands about the bay, we are lined up with airport, which is built out into Boston harbour and losing altitude fast. On the right we pass an island that is a Vauban-style fortress and then a sprawling tank farm of huge, spherical LNG tanks dominating the east side of the harbour. No doubt this is the heart of the energy empire.

Walking endlessly through the sheep runs in US Customs and Homeland Security hauling my luggage, I am forcibly reminded of my lack of energy. My back aches. The massive hall is a seething mass of people, because three inter-continental aircraft have arrived at once just ahead of our flight from Billy Bishop airport. As I lift and haul, lift and shuffle forward, I have the opportunity to contemplate my condition. My head is bowed... The right knee is starting to grind. Lift move. Lift move. The old grey mare... These aches and pains will plague me next day, when jammed into a narrow, wooden seat at Fenway Park watching the Blue Jays systematically unpin the Red Sox before a sell-out crowd. On a sunny Saturday afternoon, franks are \$6.50 U.S. and draft

beer, \$9.50. The Green Monster radiates under a blue sky.

From Boston we travelled by road through Bangor, Maine, and reached the border at St. Stephen after a stretch of road resembling the winding, up-and-down of the upper stretches of Highway 61. What better place to study energy than in the corridor between New England and Saint John, New Brunswick?

The study of the state of pipelines and crude-by-rail begins at the busiest oil terminal in eastern Canada, the Irving refinery in Saint John. This installation will be the intended terminus of the “Energy East” Pipeline that will carry bitumen from Alberta. This massive installation was also the destination of the train headed to Lac Mégantic, a few kilometres west of here, when the whole world became aware for the first time of the real problem with deregulated railways.

It seems there are inevitably occasions in our travels in which we become disoriented and lost. The ratio seems to be divided between GPS related and map generated adventures or, on this occasion following a sign to the centre of the city and the market by following signs off New Brunswick Highway One. On this occasion after driving around and missing more signs trying to find downtown and suddenly coming onto Crown Street we beheld a sight as amazing as the Emerald City. Across an inlet of the harbour is the Irving refinery. The Refinery dominates the east side of the city clear out to Canaport, the LNG facility that has created such an

uproar because city council has given tax breaks for the developer. That uproar is somewhat muted by the fact that Irving interests own the local newspaper. Amazement is followed by wonder.

My chief source of information about Saint John up to the moment I beheld the refinery, had been the Saint John City Tourism Department map. This map managed to portray this gleaming, sooty wonder sprawled across the hillsides south east on the waterfront out to the ocean — which constitutes about one third of the city in area as a great big buff-coloured blank. In the marshalling yard in front of the refinery there are ten rows of uniform tanker cars. In the inlet tied up is a small tanker that will carry processed petroleum to the eastern seaboard, like New York City and Boston.

We were tourists part of the time, visiting touristy Saint Andrews and the working fishing port at Saint George. A few kilometres east of Saint John is the toney suburb of Rothesay. Along Gondola Point Road, the houses become larger and more ornate. This is certainly the land of the expensive auto. I am told that this area has a higher average income than Niagara-on-the-Lake or even West Vancouver. It is the home of the upper echelons of the business community. What do the folks who live in the secluded, leafy precincts of Almon Lane have in common with millions and millions of other Canadians? They live in close proximity to the CPR main line, where trains really highball.

All people we talked to during the

week we were in southern New Brunswick, when the name “Irving” was mentioned, became serious and even reverent. They confirmed that the company gave jobs to a lot of people in a lot of industries throughout the maritime, like pulp and paper and shipbuilding and on and on. Before we left we learned that this includes nuclear power and, of course, railways.

An incident on our way out of town underlined the dominant position of the Irving family. On the way to drop off the rental auto at the airport I stopped to buy

\$6.95 worth of gas at an Irving gas station. As I was leaving, the cashier, who was a young lady, handed me an application form to join the Irving rewards programme. I handed it back and explained that I was from Thunder Bay, Ontario, where there are no Irving stations. “There will be”, she said without a pause and pushed the form back. I returned it politely. She looked genuinely disappointed.

Ian Dew

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RETIRES' ASSOCIATION OF LAKEHEAD

Membership Form – Sept 1st 2015 to Aug. 31st, 2018

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Surname _____

Email address _____

Postal address _____

Postal code _____ Tel. # (_____)

Office use only

Paid _____ as Cash _____ or Cheque _____ ____/____/____	Date dd/mm/yy
Expertise	

Membership is \$10 annually per individual, with equal status of membership for retirees, spouses and partners. Multi year memberships are available. Annual membership is from Sept 1st to Aug 31st. You are encouraged to support the association by joining us, even if you live far from Northwestern Ontario. Complete the membership form and return with a money order or cheque made out to the Retirees' Association of Lakehead University to 102 Ibbetson Street, Thunder Bay, ON P7A 7J9 . For further information please contact RALU President, David Kemp, panddkemp@shaw.ca Please note that there is a new area for expertise, contribution. Tell us how you want to assist RALU, for example, by contributing to the newsletter, giving us a presentation on your expertise, and so on. The Association needs your contribution.

Benefits of Membership in RALU

***Social support. Be informed and active in a group of like-minded people who share the same interests and background.**

***Economic fairness. RALU Pensions and Benefits Committee represents retirees and aims to be a consultancy for all members.**

***High FP Rating. RALU members have a higher than average Fun Potential rating. Get yours today!**

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