



Newsletter, Fall  
October 2016

# PINERIDGE Chapter

***What's to come at a glance:***

- Roast Beef Luncheon at the Legion
- Xmas Warm up Excursion
- Annual Xmas Banquet

## ***President's Message***

**Dear Members,**

**After a long, hot summer, we welcome cooler nights, and for some of us, look forward to that four letter word (snow) that can cause apoplexy in others.**

**We have some fine dining and good camaraderie times lined up in our schedule of coming events, and we do hope you will join us.**

**We thank all those of you who have participated over the year by attending our luncheons, bus trips and/or golf tournaments. It is always gratifying to see a nice turnout and to see all our friends turn up. As always, you can bring along your family members, or friends to our events, as our prices are hard to beat.**

**Here's wishing you good health and all the best as we close out the year with this, our last newsletter for 2016. Don't forget to renew your membership for next year, and to attend our Christmas luncheon: it is our biggest event of the year, and some would say, our best.**

*J.P.*

**Jean Pierre Leguerrier  
President  
Pineridge Chapter**

## UPCOMING EVENTS for 2016

### Wednesday, October 26, 2016, noon: Highland Creek Legion Luncheon

We meet at the Royal Canadian Legion, Highland Creek Branch, 45 Lawson Rd., Scarborough, at noon for a Roast Beef luncheon. Pineridge and Simcoe members are invited to join in that day for a social time starting at 12:00 and lunch at 12:30. The cost of your dinner will be \$7 and will include: Roast beef, potatoes, vegetables and a roll.

**NOTE:** You **must reserve** and register for this event by October 12, as we will need to let the Legion know how many members will be attending. Please call Bernie Snider @ 416-439-9505 to reserve and send in your cheque to:

Pineridge Heritage Club, 629 Markham Rd., PO Box 90593, Scarborough ON, M1H 3G7.

### Monday, Nov. 28<sup>th</sup>, 2016: Port Dover and the Panorama of lights in Simcoe

A delicious Dinner at the popular Erie Beach Hotel in Port Dover followed by a Guided Tour of the "Panorama of Lights" in Simcoe is a festive season treat, looked forward to by many of our members.

This year's trip starts off with a visit to **Merry Farms** (formerly Will's Farms) in Lynden, near Brantford. You'll have time here (2:30 p.m. – 3:45 p.m.) to browse their lovely Christmas Village store, take a 20 minute Guided Tour of the Christmas Tree Farm (in an enclosed wagon) and enjoy a hot coffee and fresh muffin. From Lynden, we motor south to the charming lakeside town of Port Dover on the shores of Lake Erie. At the **Erie Beach Hotel** here you'll enjoy a **Full Course Dinner of Roast Turkey and Lake Erie Perch** served 'family-style' (4:45 p.m. – 6:15 p.m.) Following dinner, we head over to Simcoe where we'll enjoy a **Guided Tour** of their wonderful '**River of Lights**' (7:00 p.m. - 8:00 p.m.), featuring 65 displays and over 130,000 lights! At the end of the tour, complimentary cookies and hot drinks are enjoyed before we head for home.

Our subsidized price for this event is \$85 per person. Call Time of Your Life Tours (416) 224-0684 and identify yourself as a Heritage Club member.

**REMINDER: OCTOBER IS THE TIME FOR RENEWAL OF NEXT YEAR'S MEMBERSHIP WITH THE HERITAGE CLUB PINERIDGE CHAPTER. STILL ONLY \$10 PER MEMBER, \$10 FOR A SPOUSE.**

**Friday, December 9, 2016, noon: Annual Christmas Banquet**

Our Christmas Banquet this year promises to be even better and bigger than last year as we again are partnering up with our sister Chapter, Simcoe, for a joint effort.

We meet at the Royal Canadian Legion, Highland Creek Branch, 45 Lawson Rd., Scarborough, at noon for some cocktails and socializing, then have a sit-down full course turkey breast luncheon with all the trimmings in the banquet hall at 12:30 PM.

There will be prizes and good times as you share some quality time with your friends and fellow co-workers.

**NOTE:** Due to the fact that we have to cater for your dinner, you **must reserve** your spot for this event **by November 15th**.

Please contact, **Bernie Snyder @ 416-439-9505**, and send in your payment to Pineridge Heritage Chapter, 629 Markham Rd., P.O. Box 90503, Scarborough ON M1H 3G7. Member price is a low \$15, non-members \$18.

**As seating is limited call soon to reserve your seat.** Payment will be due when you book. Cheques are to be made out to Pineridge Heritage Club. Again you must pre register and pay for your seat for the Xmas luncheon as we have to confirm attendance numbers with the Legion by November 15th.

N.B.: Walk-ins will not be accepted at the door at this event.

**The Local News**

**Elections:**

The constitution of the Heritage Club has a provision that executive positions of a chapter are for a two year term, after which they must be posted. Any current paid member of the Club, with over 25 years of service can submit their names for a position. For 2017, the following positions are up for renewal: 1<sup>st</sup> Vice President, Treasurer, Secretary. These positions will be automatically renewed by the incumbent, if he/she is willing and if it is not contested. For any submissions, please inform the President prior to November 1<sup>st</sup>, 2016. If a position is contested, we will hold an election ballot at the Christmas Banquet, which is our annual general meeting for the Club.

## **Liberals face tough choices on Canada Post**

Is postal delivery a social service that requires taxpayer subsidies to function? Or should Canada Post operate as a self-sufficient business? Ottawa must decide.

By **R. MICHAEL WARREN**

Reprinted from the Financial Post, Tues., Sept. 6, 2016

The threat of a postal strike is over. Canadian taxpayers are the clear losers. Canada Post, pressured by its sole shareholder the Government of Canada, had to abandon critical cost saving proposals in exchange for a two-year “peace treaty.” The Labour minister called it a “voluntary” victory for free collective bargaining. I’m not so sure.

The Canadian Union of Postal Employees (CUPW) blocked any changes to the expensive defined pension plan for new hires. They will get improved dental and medical benefits and receive modest wage increases. The rural-urban pay equity issue will be reviewed by a third party.

The agreement buys the government time for their postal review process. But it also means Canada Post will sink further into financial insolvency. Like the Harper government, the Liberals are kicking the postal can down the road in search of a sunny political solution – one that no longer exists.

In 2008 Canada Post was worth about \$1.5 billion. It was debt-free, delivered a pre-tax profit of \$160 million and its pension plan was fully funded. CEO Moya Green, a Harper appointee, pressed for gradual privatization. The Conservatives backed away.

By 2013 Canada Post was losing money, had \$1 billion in corporate debt and accumulated \$6.5 billion in pension plan underfunding – all guaranteed by the Canadian taxpayer. The Corporation was bankrupt with liabilities exceeding assets.

A private corporation would’ve been forced to seek bankruptcy protection. But the Harper government ducked the problem. It gave CPC four years of relief (until next year) to make up its growing pension deficit. That delayed but doesn’t reduce the obligation.

The underfunding of Canada Post’s pension plan has grown much faster than the Corporation’s profits. It’s now a staggering \$8.1 billion. The Corporation’s overall liabilities now top \$11 billion with assets of only \$8 billion.

Since 2008 Canadian taxpayers have lost \$4.4 billion in the market value of Canada Post. Taxpayers are on the hook for nearly \$3 billion in net liabilities.

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During negotiations CUPW argued that Canada Post is profitable and could afford their demands. Several years ago CPC mounted a “Five Point Action Plan.” They increased postal rates, cut home delivery, and eliminated staff through attrition. The result has been a temporary return to modest profits. Second quarter results show an operating profit of \$45 million. This represents a return on sales of less than 2 per cent. Not nearly enough to offset the Corporation’s growing liabilities.

During the election the Liberals naively promised Canada Post would be required to “provide high-quality service, at reasonable prices, to Canadians no matter where they live.” There was no mention of CPC being required to be profitable. Last fall, the Liberals halted the Corporation’s conversion of home delivery to community mailboxes. The initiative was saving the Crown Corporation \$200 million a year.

A postal Task Force was established to “identify viable options for the delivery of quality and affordable postal services.” Again, no mention of Canada Post’s financial self-sufficiency.

The Corporation’s management found it impossible to stay the course on cost-cutting in the negotiations when their own shareholder seemed oblivious to the financial consequences of their promises.

Online alternatives are driving letter mail and direct marketing towards extinction. The parcel business is growing. But not enough to compensate.

CPC’s workforce already enjoys wages and fringe benefits that far exceed those in competing businesses. This tentative agreement reinforces this disadvantage. The growing underfunding of CPC’s pension plan is a financial obligation that can’t be delayed indefinitely. Any move by the government to absorb Canada Post’s liabilities would mean transferring them onto the shoulders of federal taxpayers.

Current profits will likely turn into losses without the community mailbox savings and with the added cost of the tentative agreement.

It’s doubtful whether CUPW’s push for a postal banking role would solve anything. Banking is a competitive business. CPC’s high labour costs would be a millstone. Traditional banks and emerging fin-banks are offering extensive online banking services to Canadians wherever they live.

The government has two basic choices. Allow Canada Post to make the tough, politically unpopular business decisions required to operate as a financially self-sufficient public enterprise. Or, let CPC revert to pre-incorporation days when the

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Post Office was seen as a social service that requires taxpayer subsidies to function.

Either way the Liberals are between a rock and a very hard place.

*R. Michael Warren is a former corporate director, Ontario deputy minister, TTC chief general manager and Canada Post CEO. r.michael.warren@gmail.com*

**Editor's Note: Members often ask me what can we do about this situation: Express your concerns about the future of your pension to your Member of Parliament.**

### The “L I F E is G O O D” Section

A group of women were at a seminar on how to live in 'A loving relationship with their husband'.

The women were asked, "How many of you love your husband?"  
All the women raised their hands.

Then they were asked, "When was the last time you told your husband you loved him?"

Some women answered today, a few yesterday, and some can't remember. The women then were told to take out their cell phones and to text their husband: "I love you, sweetheart." The women then were instructed to exchange phones with another person, and to read aloud the text message they received in response to their message.

Below are some replies; some are hilarious especially the first and last one .....  
If you have been married for quite a while ....a sign of true Love....you will understand for who else would reply in such a succinct and honest way?

1. Who the hell is this?
2. Yeah, and I love you too. What's wrong?
3. What now? Did you crash the car again?
4. I don't understand what you mean?
5. What the hell did you do now?
6. Don't beat about the bush, just tell me how much you need?
7. Am I dreaming?
8. If you don't tell me who this message is actually for, someone will die.
9. I thought we agreed you wouldn't drink during the day.
10. Your mother is coming to stay with us, isn't she.

#### Newfie Alert:

A newfie was playing Trivial Pursuit one night, it was his turn. He rolled the dice and landed on Science and Nature. His question was: "if you are in a vacuum and someone calls your name, can you hear it?" He thought for a time and then asked, "is it on, or off?"

## PORTRAIT of HEROES

This incredible story is from a flight attendant on Delta Flight 15:

On the morning of Tuesday, September 11, we were about 5 hours out of Frankfurt, flying over the North Atlantic.

All of a sudden the curtains parted and I was told to go to the cockpit, immediately, to see the captain.

As soon as I got there I noticed that the crew had that “All Business” look on their faces. The captain handed me a printed message. It was from Delta’s main office in Atlanta and simply read, “All airways over the Continental United States are closed to commercial air traffic. Land ASAP at the nearest airport. Advise your destination.”

No one said a word about what this could mean. We knew it was a serious situation and we needed to find terra firma quickly. The captain determined that the nearest airport was 400 miles behind us in Gander, Newfoundland.

He requested approval for a route change from the Canadian traffic controller and approval was granted immediately — no questions asked. We found out later, of course, why there was no hesitation in approving our request.

While the flight crew prepared the airplane for landing, another message arrived from Atlanta telling us about some terrorist activity in the New York area. A few minutes later word came in about the hijackings.

We decided to LIE to the passengers while we were still in the air. We told them the plane had a simple instrument problem and that we needed to land at the nearest airport in Gander, Newfoundland, to have it checked out.

We promised to give more information after landing in Gander. There was much grumbling among the passengers, but that’s nothing new! Forty minutes later, we landed in Gander. Local time at Gander was 12:30 PM .... that’s 11:00 AM EST.

There were already about 20 other airplanes on the ground from all over the world that had taken this detour on their way to the US.

After we parked on the ramp, the captain made the following announcement: “Ladies and gentlemen, you must be wondering if all these airplanes around us



have the same instrument problem as we have. The reality is that we are here for another reason.”

Then he went on to explain the little bit we knew about the situation in the US. There were loud gasps and stares of disbelief. The captain informed passengers that Ground control in Gander told us to stay put.

The Canadian Government was in charge of our situation and no one was allowed to get off the aircraft. No one on the ground was allowed to come near any of the aircrafts. Only airport police would come around periodically, look us over and go on to the next airplane.

In the next hour or so more planes landed and Gander ended up with 53 airplanes from all over the world, 27 of which were US commercial jets.

Meanwhile, bits of news started to come in over the aircraft radio and for the first time we learned that airplanes were flown into the World Trade Center in New York and into the Pentagon in DC.

People were trying to use their cell phones, but were unable to connect due to a different cell system in Canada. Some did get through, but were only able to get to the Canadian operator who would tell them that the lines to the U.S. were either blocked or jammed.

Sometime in the evening the news filtered to us that the World Trade Center buildings had collapsed and that a fourth hijacking had resulted in a crash. By now the passengers were emotionally and physically exhausted, not to mention frightened, but everyone stayed amazingly calm.

We had only to look out the window at the 52 other stranded aircraft to realize that we were not the only ones in this predicament.

We had been told earlier that they would be allowing people off the planes one plane at a time. At 6 PM, Gander airport told us that our turn to deplane would be 11 am the next morning.

Passengers were not happy, but they simply resigned themselves to this news without much noise and started to prepare themselves to spend the night on the airplane.

Gander had promised us medical attention, if needed, water, and lavatory servicing.

And they were true to their word.

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Fortunately we had no medical situations to worry about. We did have a young lady who was 33 weeks into her pregnancy. We took REALLY good care of her. The night passed without incident despite the uncomfortable sleeping arrangements.

About 10:30 on the morning of the 12th a convoy of school buses showed up. We got off the plane and were taken to the terminal where we went through Immigration and Customs and then had to register with the Red Cross.

After that we (the crew) were separated from the passengers and were taken in vans to a small hotel.

We had no idea where our passengers were going. We learned from the Red Cross that the town of Gander has a population of 10,400 people and they had about 10,500 passengers to take care of from all the airplanes that were forced into Gander!

We were told to just relax at the hotel and we would be contacted when the US airports opened again, but not to expect that call for a while.

We found out the total scope of the terror back home only after getting to our hotel and turning on the TV, 24 hours after it all started.

Meanwhile, we had lots of time on our hands and found that the people of Gander were extremely friendly. They started calling us the "plane people." We enjoyed their hospitality, explored the town of Gander and ended up having a pretty good time.

Two days later, we got that call and were taken back to the Gander airport. Back on the plane, we were reunited with the passengers and found out what they had been doing for the past two days.

What we found out was incredible.....

Gander and all the surrounding communities (within about a 75 Kilometer radius) had closed all high schools, meeting halls, lodges, and any other large gathering places. They converted all these facilities to mass lodging areas for all the stranded travelers.

Some had cots set up, some had mats with sleeping bags and pillows set up.

ALL the high school students were required to volunteer their time to take care of the "guests."

Our 218 passengers ended up in a town called Lewisporte, about 45 kilometers from Gander where they were put up in a high school. If any women wanted to be in a women-only facility, that was arranged.

Families were kept together. All the elderly passengers were taken to private homes.

Remember that young pregnant lady? She was put up in a private home right across the street from a 24-hour Urgent Care facility. There was a dentist on call and both male and female nurses remained with the crowd for the duration.

Phone calls and e-mails to the U.S. and around the world were available to everyone once a day.

During the day, passengers were offered "Excursion" trips.

Some people went on boat cruises of the lakes and harbors. Some went for hikes in the local forests.

Local bakeries stayed open to make fresh bread for the guests.

Food was prepared by all the residents and brought to the schools. People were driven to restaurants of their choice and offered wonderful meals. Everyone was given tokens for local laundry mats to wash their clothes, since luggage was still on the aircraft.

In other words, every single need was met for those stranded travelers.

Passengers were crying while telling us these stories. Finally, when they were told that U.S. airports had reopened, they were delivered to the airport right on time and without a single passenger missing or late. The local Red Cross had all the information about the whereabouts of each and every passenger and knew which plane they needed to be on and when all the planes were leaving. They coordinated everything beautifully.

It was absolutely incredible.

When passengers came on board, it was like they had been on a cruise. Everyone knew each other by name. They were swapping stories of their stay, impressing each other with who had the better time.

Our flight back to Atlanta looked like a chartered party flight. The crew just stayed out of their way. It was mind-boggling.

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Passengers had totally bonded and were calling each other by their first names, exchanging phone numbers, addresses, and email addresses.

And then a very unusual thing happened.

One of our passengers approached me and asked if he could make an announcement over the PA system. We never, ever allow that. But this time was different. I said “of course” and handed him the mike. He picked up the PA and reminded everyone about what they had just gone through in the last few days.

He reminded them of the hospitality they had received at the hands of total strangers.

He continued by saying that he would like to do something in return for the good folks of Lewisporte.

“He said he was going to set up a Trust Fund under the name of DELTA 15 (our flight number). The purpose of the trust fund is to provide college scholarships for the high school students of Lewisporte.

He asked for donations of any amount from his fellow travelers. When the paper with donations got back to us with the amounts, names, phone numbers and addresses, the total was for more than \$14,000!

“The gentleman, a MD from Virginia, promised to match the donations and to start the administrative work on the scholarship. He also said that he would forward this proposal to Delta Corporate and ask them to donate as well.

As I write this account, the trust fund is at more than \$1.5 million and has assisted 134 students in college education.

“I just wanted to share this story because we need good stories right now. It gives me a little bit of hope to know that some people in a faraway place were kind to some strangers who literally dropped in on them.

It reminds me how much good there is in the world.”

“In spite of all the rotten things we see going on in today’s world this story confirms that there are still a lot of good people in the world and when things get bad, they will come forward. Let’s not forget THIS fact.

Source: [www.tpnn.com](http://www.tpnn.com)

**Sept. 11<sup>th</sup>, 2016, the 15<sup>th</sup> anniversary of 9/11. Lest we forget.**

### **Newsletter Distribution**

This newsletter is produced quarterly and is distributed to every member and associate who has paid the annual dues to the Pineridge Chapter. Also, a general distribution is made once a year to every person currently listed as retired, or has 25 years of service in our Chapter area. Articles of general interest for the newsletter are always welcomed from our members, as well as any feedback, suggestions, etc.

### **New Members**

New members will receive our newsletter in the current year of retirement; after that, they need to signify their intent to join by paying dues to the Chapter in order to continue receiving our communications. Our membership year runs from **January to December** and costs only \$10 per member, \$10 per spouse. If you are no longer mobile, but still want to keep in touch by receiving the newsletter, the cost is \$5.

**Membership dues for the following year are due with the last newsletter of the year, in October. Remember: annual dues paid by our members are instrumental in keeping our chapter active.**

**Do you have any suggestions for trips or special events you would like to participate in? Are you looking to find like-minded travel partners? Give our V-P Debbie a call: [dagreenwood4@gmail.com](mailto:dagreenwood4@gmail.com), 905-706-5285 or 905-683-5750.** She will research the most economical trip for you and may know of individuals who are interested in the same event.

### **Volunteering**

The motto of the Heritage Club is "**People helping People**"; we would like to know of any activity you are currently participating in that benefits people and/or the community, and how many hours you spend at it per month. This is one of the criteria we are measured on by CPC, and it affects our yearly funding.

### **Life Events**

Have you had any life events you would like the Heritage Club to announce? Marriages, births, special anniversaries (i.e. 50<sup>th</sup> wedding anniversary), deaths, hospitalizations, etc. Let us know so we can pay tribute.

### **Membership Advantages**

In order to benefit from all the advantages and discounts offered by JOHNSON Insurance, MEDOC travel insurance, and GOODLIFE Fitness, you must mention your Heritage Club Membership Number, and you must have paid your membership dues to a Heritage Club Chapter for the current year. Some Corporate discounts are also available at some hotel chains.

### YOUR EXECUTIVE MEMBERSHIP

J.P. Leguerrier, Chapter President, Writer-Editor Newsletter,

Web Master, Membership Database. *Email: jnglor@rogers.com*

Debbie Greenwood, 1<sup>st</sup> Vice-President, Trip Co-ordinator/Travel Co. Liaison

*Email: dagreenwood4@gmail.com*

Bernie Snyder, Treasurer, Membership Dues

*Email: jobernsnyder@gmail.com (NEW)*

Jack Vitto, Secretary, Mailings, Santa Letter Writing Coordinator

*Email: jackvitto@gmail.com (NEW)*

Les Kimmerer, Past President, Annual Golf Tournament

*Email: kimmeles@hotmail.com*

Margaret Fisher, Honorary Lifetime Member

Support Staff: G. Mac Donald, J. Snyder, K. Dayal

### FORMS

#### **CHANGE OF ADDRESS NOTICE**

Name:

Old Address:

New Address:

Postal Code:

Phone Number:

#### **MEMBERSHIP DUES RENEWAL- January to December**

Name:

Address:

Postal Code:

Phone Number:

Renewal for Self?: Couple?:

Email address (optional):

**Reminder: have you enclosed your dues?**

Amount Enclosed:

Send the completed above forms and/or information to: Pineridge Heritage Club, 629 Markham Rd., PO Box 90593, Scarborough ON, M1H 3G7. You may also phone our Treasurer, Bernie: (416) 439-9505. **Cheques for luncheons and membership dues** should be made out to **Pineridge Heritage Club**.

**For bus trips**, make cheques out to **Time of Your Life Tours**, and send to 500 Sheppard Ave. East, Suite 203, Toronto ON, M2N 6H7, (416) 224-0684.