

Delisting chiropractic care will be a ‘pain in the neck,’ former Ticat warns

BY BEN ZAMBIASI

As a former professional athlete, I found that chiropractic methods allowed me to pursue and excel in my football career without surgery or drug therapy.

It has continued to alleviate any painful long-term reminders of my hard-hitting days on the field.

I shudder to think how different my

physical condition would be today if I had not had this highly effective option throughout my career.

Therefore I was shocked and disheartened by the announcement of the Ontario Liberals in their recent budget that they would be eliminating public funding for chiropractic services in Ontario.

Not only will this disastrous decision severely curtail access to afford-

able and alternative choices in health-care services for the average taxpayer, it is also a disturbing example of what the Liberal government deems critical services in our health-care system.

Whatever money the Liberals and their advisers believe the government will save by delisting chiropractic services will be far outweighed by the 1.2 million chiropractic patients forced to seek OHIP-funded care in our already

overcrowded doctor's offices and emergency rooms.

Is this the Liberals' answer to viable and accessible health care for everyone in Ontario? Chiropractic services are a vital part of a progressive health-care system.

I implore every chiropractic patient in Ontario to challenge this rash and short-sighted decision that has been rammed down our throats. Talk to

your chiropractor, sign a petition, call or e-mail your MPP.

If we don't do something now to stop this decision from being implemented in the fall of 2004, it will end up being a big pain in the neck for everyone.

Ben Zambiasi lives in Hamilton. He is a former member of The Hamilton Tiger-Cats.

WOMEN CANDIDATES

Politics dominated by men



DENISE DAVY

The four major federal parties have said they're committed to balancing out the number of women in politics. But the number of women running in this election shows it is all just lip service.

Women candidates make up only 23 per cent of total nominees, or 199 out of 861 candidates for the four major federal parties. The NDP is in the lead with 80 women among its 266 candidates or 30 per cent.

Next are the Liberals with 76 women among their 297 candidates (26 per cent), then the Bloc Quebecois with 18 women of 72 candidates, (25 per cent). Last are the Conservatives with an abysmal 25 women out of 226, (11 per cent).

Why should we care? Because women politicians are more likely to raise issues which effect women's lives. Because women generally are most likely to stay home, raise their children and care for elderly parents, their priorities are different around health care and child care.

A look at some of the main issues highlighted in the campaigns so far show the parties, especially the Liberals, are fighting hard to woo women voters. We've heard promises for more child care spaces and more cash for health care services, all things which directly affect women. But we need women in office to ensure those promises become reality.

Women generally know more about what's needed in the child care sector and what's lacking in health care. They are also directly effected by any changed in abortion legislation. We absolutely need women's voices in office to ensure laws aren't changed to require third-party approval of abortions.

Rosemary Speirs, former Toronto Star columnist and founder of Equal Voice, a national advocacy group for the election of women, said all Canadians should be concerned about the issue of getting more women into office as it makes for a more efficient and equitable democracy.

"Women bear the main burden of caring for children, the sick and the elderly and women are poorer than men. Women have more at stake when changes are made to our social programs," said Speirs.

Not all women politicians support women's issues. Senator Anne Cools is a prime example of that. But there's a greater chance they will. And that's why we should pay attention to the issue. The current statistics around women in politics are abysmal. Eighty per cent of elected members in Parliament and the provincial legislatures are men.

Canada is currently ranked 36th in the world for the number of women in national legislatures. The sad reality that only 23 per cent of all the candidates running in this election are women means that ranking isn't about to improve.

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Beautiful dreamers

Where are the crazy inventors who ll save us from our love affair with oil?

Back in Hamilton from our most recent work stint in Yemen, I see a litre of Coke is now cheaper than a litre of unleaded.

In fact, since Jean likes to shop around for gas prices she can live with, sometimes on empty, I'm worried I might soon have to push the car.

It seems that Saudi Arabia, old and shaky as the kingdom is, has us all by the family jewels. It knows that North Americans are addicted to their oil like a drunk to his bottle.

Yes, the oil gods have granted two-thirds of the world's proven reserves to Saudi and a few neighbours. Hardly seems fair. And if the experts are right, over the next two decades, rising worldwide energy demand means that OPEC's market share — and power — can only increase.

Needless to say, without that oil, western economies will sputter dead. We can offer military and political goodies, from the Yanks, that is, to protect our interests; and rile extremists who kill so-called infidels, like the 22 expatriate oil workers recently murdered in Saudi's Khobar region.

But we still get ripped off when prices are kept above true market value. The Economist says OPEC has likely bled \$7 trillion extra from North Americans since the 1970s. Remember the 70s? That was when OPEC really whipped us good and we all bought Ford Pintos. They had great gas mileage, except for when their tanks exploded and burned that last fillup.

But this is like complaining about the weather without doing much about it. There's a better way. Bikes, for one, would help cut traffic that's



THOMAS FROESE

been the bane of city life since the streets of ancient Rome jammed with carts and oxen.

We could be more like Bernie, my Aussie buddy in Yemen who's recognized in Sana'a by the Palestinian flag (for security) that he flies from his bike. He just organized the Great Sana'a Bike Ride to help battle gridlock. Sana'a has ballooned from 50,000 to an estimated one million in 30 years. Some 290 cycled the city's perimeter, though none were gals. Riding a bike isn't socially acceptable for them. Yet.

But if we're really in love with our cars, what about finding new ways to run them? Radically new ways. Bioethanol and hydrogen fuel cells are options. But despite our sky-high gas taxes, politically, nobody's pushing very hard for research. Seems energy research companies are weighed down by their billions in oil assets.

I personally prefer water. In fact, 15 years ago in St. Thomas, where I started in the newspaper game, green as Kermit, my first reporting assignment was to trot off to see local inventor Garry Sutherland. Garry believed he had found a safe and cheap way to break water into its atomic elements

of oxygen and hydrogen, both of which burn.

Patiently going through the Periodic Table, for years, one day Garry apparently found the magic compound-combination. "I phoned (my wife) Mary and cried like a baby," he told me. "I found it. I found it." Then, besides trying to convince folks he didn't need psychiatric care, Garry tried to market what he called Aquaburn.

It put him on the national speaking circuit. And it convinced me that this journalism thing would be a blast. My first story: Water burns. My next: Global hunger is solved. The Pulitzer beckoned.

Think of the impact. That hungry furnace? Just add water. Your Hummer has poor fuel performance? Who cares? Add more water. Air pollution? Gone. And so long Saudi. In fact, as owner of one-fifth of Earth's fresh water, Canada becomes the planet's new fuel mecca. We'd have everyone over the barrel. And we could fill it with our deep surplus of you-know-what.

But nothing came of Garry's find. A couple of years after I met this elderly gentleman, his secret, whatever it might have been, went with him to the grave. Granted, the whole thing seemed a little off-centre. Then again, initially, so did most of the great innovations that made the 20th century what it was.

No, it seems to me we could use someone like Garry right about now. Because honestly I don't want to push the car.

Thomas Froese appears every other Saturday. E-mail 140765@sympatico.ca



THOMAS FROESE, SPECIAL TO THE HAMILTON SPECTATOR

Gridlock at an intersection in Sana'a, Yemen. The city has grown from 50,000 to an estimated one million in 30 years, and is among developing-world cities suffering from heavy traffic congestion and air pollution, two significant global problems that are related to not using other forms of transportation or other types of fuel.

Lakeshore tower not Burlington



JOAN LITTLE

Thirty storeys? In Burlington? Downtown, south of Lakeshore Road? No way! This is not Toronto!

That was the forceful message to the Mayrose Tycon Group at its June 3 meeting to unveil its Wellington-On-The-Lake condo project proposed between Elizabeth and Pearl Streets.

Toronto architect Jamie Wright presented pictures of other waterfront "landmark" buildings, touting his "slim, curved triangular-shaped" 175-unit luxury glass and metal tower, 29 to 32 storeys high.

But the 200-plus attendees didn't share his enthusiasm. "Who defines landmark?" they asked, stressing that this tower did not fit Burlington's character.

A seven-storey retail commercial and residential building would also grace the 1.1-hectare site. Public waterfront access would be increased, a plaza/courtyard would be included, and Elizabeth and Pearl Streets would be extended south of Lakeshore.

Former Burlington mayor Mary Munro recalls downtown Burlington workshops in the mid-'90s led by famed Toronto architect Jack Diamond.

His concept for the site, which council backed, showed six buildings, including an 18-storey condo and hotel. The hotel is absent now, she noted, suggesting the Diamond background was being used to lend credence to the plan.

Burlingtonians, she said, treasure their lake access and this would make a dramatic change. She continued that this was not just a neighbourhood concern, but a city-wide issue and deserved widespread public notification. She had learned of the meeting by accident that day (as had I).

Downtown Business Association member John Boich observed that Oakville has downtown design guidelines. Doing important waterfront development on a piecemeal basis, he said, is not a good concept. It should fit into an overall vision for the city.

Buyers in the 12-storey condo under construction across Lakeshore on the old IGA/Safeway site, voiced anger at the height of the tower. Purchaser Brian Torsney fears "wind tunnels and canyons" from street level.

The proposal requires amendments to Burlington's official plan and zoning bylaw, but the developer hoped council's mandatory public hearing could occur in September. City staff has advised that late fall is optimistic, but newspaper ads will invite the public.

Environmental assessment approval has been received for shoreline protection, and the developer has awarded the \$1.5-million contract. Work will start in July and finish early fall.

But the project presently envisioned faces an uphill battle for public acceptance. It just isn't Burlington!

Former Burlington alderman and Halton councillor Joan Little is a freelance columnist.