

3

Vancouver ☁ 5.5°C Cloudy; Tomorrow 10°C Sunny periods 🌧



- [News](#)
- [Sports](#)
- [Entertainment](#)
- [Radio](#)
- [TV](#)
- [My Region](#)

Search CBC.ca

CBC  radiO**NE**Join host **ANNA MARIA TREMONTI**
The Current

- MAIN
- HOSTS
- ABOUT THE SHOW
- PAST SHOWS
- PODCAST
- SUBMISSIONS
- CONTACT US

Whole Show Blow-by-Blow

The Current for October 31, 2007

Satire

It's Wednesday, October 31st.

Finance Minister Jim Flaherty has proposed cutting the GST to five per cent.

Currently, as a result, items purchased in the US have been downgraded from a 'fabulous deal' to just a 'really really good deal'.

This is The Current.

Politics of Fear

Some might say the world is a pretty frightening place, and politicians and journalists alike are getting a lot of mileage out of reminding people of that.

We took a look at the politics of fear: how it works, why we respond to it and how fear is used for political gain.

Gerard Bouchard and Charles Taylor have been hearing a lot about fear and politics in their travels across Quebec. They are the co-chairs of the [Bouchard-Taylor commission](#) and they've been asked to come up with a consensus about what constitutes "reasonable accommodation" for religious and ethnic minorities.

From Rod Macdonald's point of view, fear has always been a powerful force in Quebec politics. He is on the Bouchard-Taylor commission's advisory council -- although he does not speak on behalf of the commission -- and we reached him in Montreal.

Politics of Fear - Continued

Back in 1933, then [U.S. President Franklin Delano Roosevelt](#) laid out a rather defiant view of fear in his inaugural Presidential speech. "The only thing we have to

fear," he said, "is fear itself."

But these days, [fear is a powerful political tool](#) ... in large part because it's a powerful emotion.

For his thoughts on how fear is used -- and sometimes abused -- for political gain, we were joined by Frank Furedi. He's the author of "The Politics of Fear: Beyond Left and Right," as well as a new book about the fear of terrorism called "Invitation to Terror: The Expanding Empire of the Unknown." Frank Furedi was in Cambridge, England.

Listen to The Current:  [Part 1](#)

(Due to various rights issues some segments may be edited for internet use)

The Current: Part 2

Jellyfish Proliferation

You might think that being heartless would be a prerequisite for pretty much any campaign of world domination. But brainlessness and spinelessness?

Well, whatever [jellyfish](#) are lacking in synapses and backbone, they're making up for in numbers and girth. Jellyfish blooms are threatening to take over large swaths of ocean ecosystems, and they're elbowing out other species in the process. So more and more, where fish were once teeming, there is now just a mass of gelatinous tentacles and living goo.

Alanna Mitchell witnessed this first hand when she was researching her upcoming book about the state of the world's oceans. She's also the author of "[Dancing at The Dead Sea: Tracking the World's Environmental Hotspots](#)," and described her encounter to us.

In a sense, jellyfish are a like a mirror image of the proverbial canary in a coalmine. In their case, the more that human activity degrades the world's oceans, the more jellyfish seem to thrive. In fact Daniel Pauly says that jellyfish blooms can tell you a lot about the state of the world's oceans. He's a marine biologist and the Director of the Fisheries Centre at the University of British Columbia in Vancouver.

Jellyfish Proliferation - Continued

To Tommy Knowles, the myriad of jellyfish species are some of the most mysterious, delicate, beautiful and strangely designed animals on the planet. Tommy Knowles is a jellyfish aquarist at the [Monterey Bay Aquarium](#) in Monterey, California.

Listen to The Current:  [Part 2](#)

(Due to various rights issues some segments may be edited for internet use)

The Current: Part 3

Pilot Shortage

It used to be that a young pilot fresh out of flight school had to spend a few years flying [bush planes](#) or ferrying around business executives in order to log enough hours -- and gain enough experience -- to fly passenger jets for commercial airlines.

But now a world-wide shortage of pilots has changed all that, in some cases putting pilots right out of flight school into the co-pilot's seat of some very big, very complicated and very crowded planes.

Some industry watchers worry that it may be compromising safety, while others are blaming the pilot shortage for an increase in flight delays. Not surprisingly, both of those things have some passengers concerned.

To find out what's causing this pilot shortage and what it means for the safety and reliability of the industry, we thought we'd ask a pilot. Patrick Smith is a commercial pilot and he happens to write a column called "Ask-A-Pilot" for the web site Salon.com. We reached him in Boston. We also spoke to Mike Doiron, CEO of the Moncton Flight College and he was in Moncton.

Listen to The Current:  [Part 3](#)

(Due to various rights issues some segments may be edited for internet use)

[CBC does not endorse content of external sites - links will open in new window](#)


[BACK TO TOP](#)