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TWENTY-EIGHTH YEAR, NO. 30

GANGES, BRITISH COLUMBIA

WEDNESDAY, JULY 29, 1987

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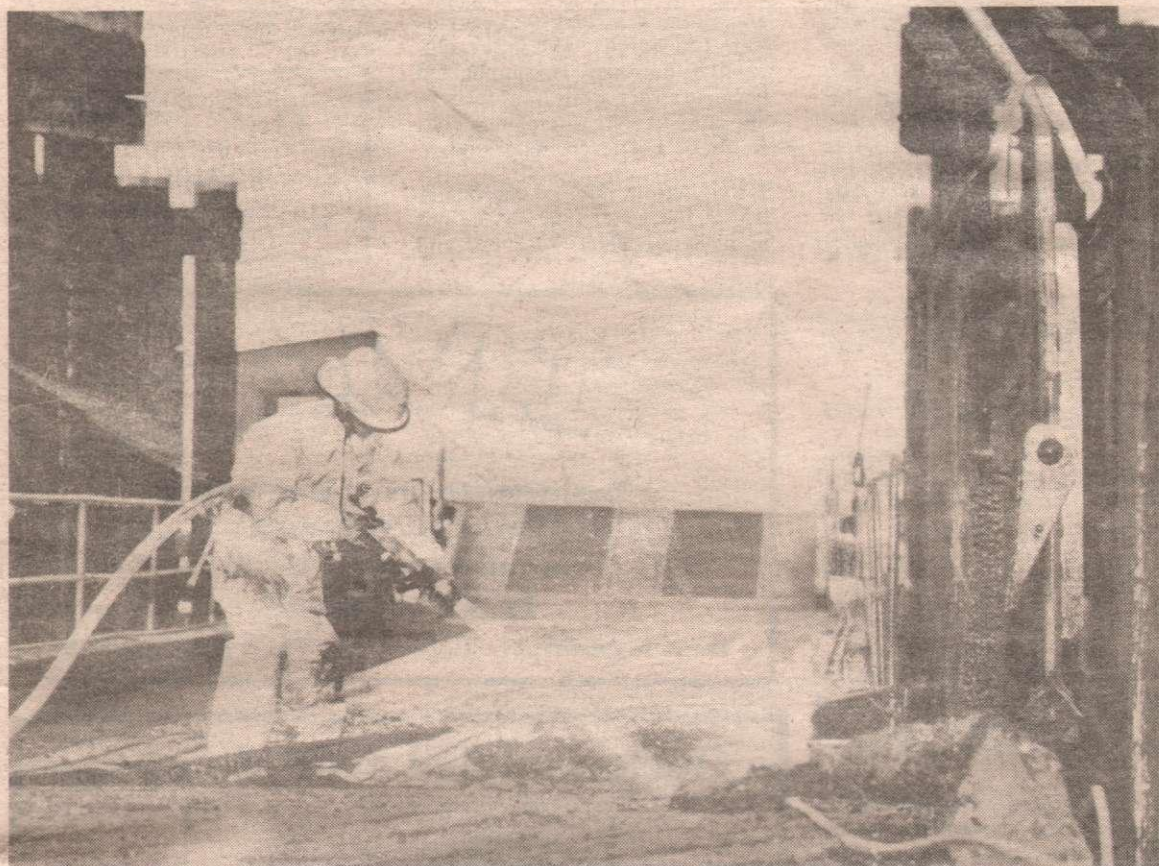


Photo courtesy Anne Rogers, Cowichan News-Leader

Crofton firemen spent five hours fighting blaze

Dock-fire classified as arson; damage assessment is pending

Arson is suspected in the Friday morning dock fire that caused extensive damage to the B.C. Ferry Corporation's dock at Crofton on Vancouver Island.

"We've established that it was a deliberate act," regional fire commissioner Reg Perkins said in a telephone interview from Nanaimo on Monday. "We have an on-going investigation in progress. Yes, it was arson."

The dock fire started during the early morning hours of July 24. The Crofton volunteer fire department, with assistance from the Canada Coast Guard unit stationed on Salt Spring, needed five hours to bring the fire under control.

Officials from the fire commissioner's office in Nanaimo inspected the dock Friday morning after the fire was extinguished. No estimate of damage has been made.

Perkins explained that it is difficult for him to estimate damage in this instance, because the dock will require an engineering inspection before it is known how badly its timbers and pilings were burned.

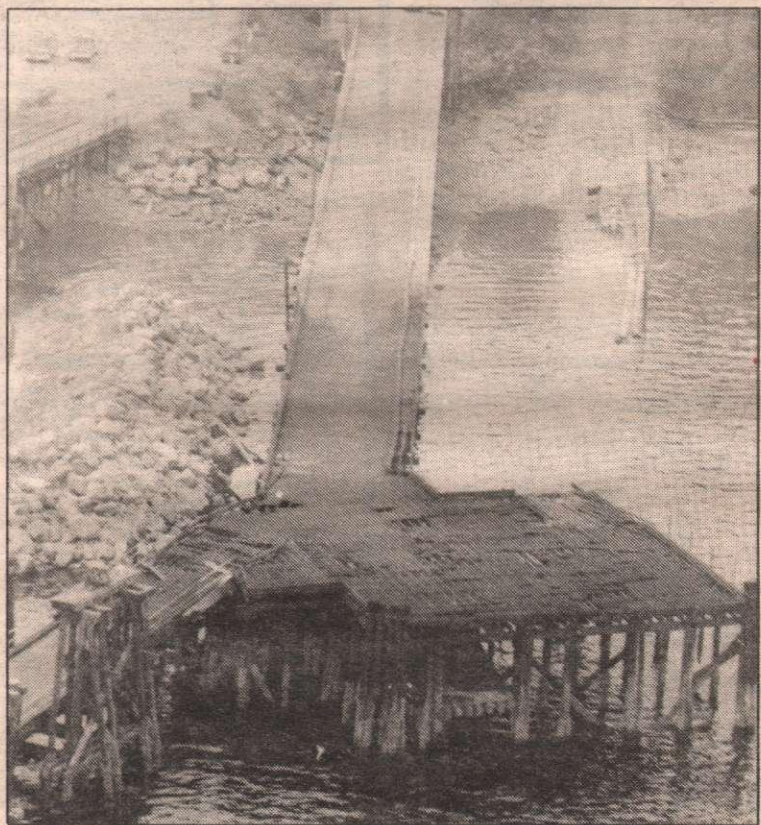


Photo courtesy Gulf Islands Ultralights

Turn to Page 2

Flames burned deck half-way to shore

Blaze claims wharf

An early morning fire caused extensive damage to the Crofton dock on July 24 and has forced the B.C. Ferry Corporation to suspend ferry service between Vesuvius Bay and Vancouver Island for an indefinite period.

The fire, which investigators have determined is a case of arson (see story, below), started sometime around 2 am Friday. A storage shed on the dock was destroyed, and the most easterly portion of the dock — as well as the loading ramp — sustained considerable damage.

The B.C. Ferry Corporation and the fire commissioner's office in Nanaimo are continuing their investigation into the incident. No damage estimate has yet been released by the ferry corporation.

"We don't have any estimate of damage yet," BCFC spokesman Betty Nicholson said Monday. "We won't know until our people take a better look at it. We will have our own people inspecting the pilings and structural part of the dock to determine the actual extent of the damage. I imagine they will be doing that sometime this week."

Because damage to the dock has not been fully assessed, ferry corporation officials are unable to say when regular service between Crofton and Salt Spring's Vesuvius Bay will resume. Several other sources have estimated the down time could range from six weeks to three months.

Crofton fire chief Michael Snelling said Monday that it appears some sections of the dock may

Turn to Page 3

Deadlines advanced

The B.C. Day holiday on Monday, August 3, has forced advancement of all *Driftwood* advertising deadlines.

Advertisements for the August 5 edition of *Driftwood* must be submitted to our office no later than 5 pm this Friday, July 31.

The holiday will not affect regular distribution of *Driftwood*.

Outer Islands news begins on Page 30



Good news!

Island resident Bob Waide returned from his trip to the Mayo Clinic with hope for the future. Page 8.



Soapy

Salt Spring's teen leadership group held a car wash Saturday at the Shell station to raise money for youth activities. Page 19.



Painter

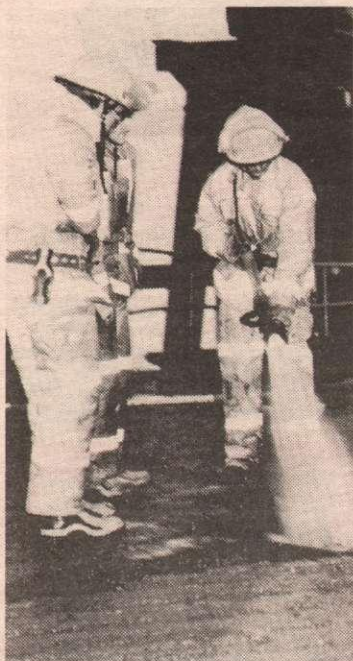
Salt Spring artist Kirstie Shoolbraid will have her artwork displayed at Oreas Gallery in August. Page 24.

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Summer Festival of the Arts

July 1 — August 2



Firemen douse flames

Crofton fire effects already felt

Dock loss called 'double whammy'

The loss of the Crofton ferry dock is "a double whammy" for Salt Spring, the president of the local Chamber of Commerce says.

Jack Cherry said Monday that the loss of a vehicle and passenger connection between Vesuvius and Crofton is doubly hard to take because ferry service between Long Harbour and Tsawwassen is already less than what is needed to meet transportation demands.

"With the failure to get improvements in the Long Harbour to Tsawwassen service, this (the Crofton dock fire) is a double whammy — this second disaster is really going to hurt."

Cherry said he has been contacted by a number of business which expect to be hit hard by the loss of the Crofton dock. They include ventures like resorts and restaurants expecting a drop in tourist traffic, and firms who consider the ferry service an integral part of their business — i.e., courier companies — or who bring their supplies over from Crofton.

"Some businesses fear they will be paralyzed," Cherry said.

The chamber president said he was contacting MLAs Mel Couvelier and Terry Huberts on Monday to lobby for pressure to

be applied on the B.C. Ferry Corporation for a prompt solution to the problem. "We want them (the corporation) to get going, without delay," Cherry said.

Possible solutions mentioned by Cherry include improving the schedule for sailings between Long Harbour and Tsawwassen, and running a ferry to Vesuvius from Chemainus. The latter suggestion, however, is complicated because either a different ferry or alterations to the Chemainus dock would be needed, Cherry said.

The bottom line, he continued, is that the water taxi service put in place between Vesuvius and

Crofton "is no substitute" for the vehicle ferry, and that the current situation is bound to hurt Salt Spring Island's economy.

As an example of the tourist traffic which may be lost, Cherry produced 1986 statistics showing that the Vesuvius ferry carried 159 recreational vehicles in May, 229 in June, 336 in July, 363 in August, and 207 in September.

W. E. SMITH
Dentist
537-9611
210 Upper Salt Spring Way
Mail to Box 1209, Ganges, B.C.

Corporation installs water taxi run to make up for loss of ferry service

A water taxi service has been set up between the Salt Spring community of Vesuvius Bay and Crofton on Vancouver Island in the wake of Friday's fire at the Crofton ferry dock.

B.C. Ferry Corporation spokesman Betty Nicholson said Monday that Gulf Islands Water Taxi is operating a shuttle service between Vesuvius and Crofton for walk-on passengers.

"Vehicle service has been sus-

pending indefinitely between Vesuvius and Crofton," noted Nicholson. "However, there is a passenger-only water taxi service that started operating Friday afternoon."

The service, Nicholson said, was established to minimize inconvenience to regular users of the Crofton-Vesuvius ferry.

"It was established for people who use the ferry a lot, like those who work at the (B.C. Forest

Products') mill in Crofton, and people who use the ferry to go shopping," she explained.

Nicholson said the water taxi will leave Vesuvius at 7, 8 and 9 am — as well as at 4, 5 and 6 pm — daily until regular ferry service is restored. It will leave Crofton on return trips to Salt Spring at 7:30, 8:30 and 9:30 am, as well as at 4:30 pm, 5:30 pm and 6:30 pm.

The B.C. Ferry Corporation has retained the same fare for the water taxi as it had in place on its regular Vesuvius-to-Crofton vessel. The per passenger fare is \$1.35. Push bikes can be accommodated on the water taxi, but will cost the traveller an additional \$1.

Nicholson said regularly-scheduled B.C. Ferry Corporation sailings between Fulford Harbour and Swartz Bay — as well as those between Long Harbour and Tsawwassen — were unaffected by the fire at Crofton.

Nicholson said, however, the ferry corporation has no plans at this time to place a larger vessel on the Fulford Harbour-Swartz Bay route to handle the additional traffic.

Arson cause of wharf fire; investigation still underway

From Page 1

"It will be up to a structural engineer to determine the extent of the damage," said Perkins. "The ferry (corporation) people were out there Friday, and apparently they are inspecting it."

"I can't really tell how much damage there is, because I don't really know how a dock is built. If it was a house, it would be a different matter. Physically, it doesn't look like there was too

much structural damage done, but you don't know how much the support structure was burned. You're moving into a whole new area here, getting into pilings and that type of thing."

The fire commissioner's office in Nanaimo is continuing its investigation into the fire. Perkins added that iron and steel used in the loading ramp may have to be tested to ensure "it wasn't compromised" by heat.

FIRE SALE!

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JULY	29	0150	7.6	2	0425	4.3
		0540	8.4		1115	7.9
	WE	1235	3.0	SU	1440	7.4
		2010	10.7		2115	10.6
	30	0225	6.9	3	0510	3.3
		0645	8.0		1245	8.5
	TH	1305	3.9	MO	1630	8.7
		2030	10.7		2140	10.6
	31	0305	6.2	4	0600	2.2
		0800	7.7		1415	9.4
	FR	1340	5.0	TU	1800	9.7
		2050	10.7		2200	10.7
	AUG.					
	1	0340	5.3	5	0655	1.2
		0930	7.6		1630	10.4
	SA	1405	6.2	WE	1905	10.2
		2100	10.6		2245	10.7

HARBOURS END

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Hot Specials on all outboards, and many boat-motor combinations!



to be frank . . .

. . . by Richards

They never showed up

Allan Edwards has lost some paintings. A few months ago the Salt Spring Island artist ran a series of classified advertisements in the *Ottawa Citizen* in the hope of recovering his lost work. As yet, he has had no response.

In 1938, when the island artist was cutting his teeth in the world of art, he left some 15 canvases with friends in the capital city before the Second World War while he moved to the United States to continue his studies.

Then there was the war and Allan served with both the Canadian and the United State forces. Then he came back.

The paintings had been forgotten and the temporary custodian didn't know where they might be.

They were never found. When Allan was compiling a collection of his early work he advertised a \$200 reward for the return of the missing canvases, but to no avail.

Wrong crack!

Always have a ready answer! Like in the liquor store the other day, I took in a case of empty beer bottles and the friendly, courteous purveyor of good spirits asked whether it was a dozen.

Of course it's a dozen, I crowed; did he think I'd twist him for the price of an empty bottle? Triumphant, I opened the case — to reveal only 11 bottles in the box.

There wasn't a darned thing I could say.

Lady-driven!

So many small ads for cars emphasize that the car has been driven by a lady. It's sexism! In addition, it's a dislocation of the language. You don't hear a fellow complaining about "lady drivers." If the strong, silent chauvinist has a comment it is addressed to "women drivers."

But niceties apart, what is there about a woman driver that would convince any potential buyer that the car has suffered less from her machinations than it might had it been driven by a mere male?

It's all on account of the bees!

It isn't the hospital, any hospital, that keeps you around to breathe the pure air of this aging planet. I was reminded of other agencies at work by David Harris, apiarist and educator, whom I've known since he was a boy.

It is the elixir known to the gods as "pure honey" which keeps me going, says David. His honey comes from his apiary at the original Akerman Farm in the Fulford Valley.

And what I didn't know until he revealed it is that Socrates was a writer for the *Greek Islands Driftwood*. Despite his wisdom, Socrates took hemlock rather than maple honey and no hospital could help him. I think he gets some of his information from his happy honey bees.

It's the way you say it

You figure there's a big group of Americans talking about the Ayrabs and the problems of the Middle East.

It's more than likely there's a group or two of Ayrabs talking about the Aymericans over here. As any Canadian might say: Ay-merican, eh?

This housekeeping business!

There's always a question in the minds of visitors about how a man can keep the house half-way decent. I felt like a television player when I explained to a young lady how I cleaned the kitchen floor. But the thing that hips half the women who come out our way is the bathroom. They figure that no way can a man keep the bathroom in a condition fit to wash in.

It's a fight that started in England and continued around British Columbia.

I would walk out of the bathroom and Women's Lib would dive in to check out the ring around the bath.

I would spend 10 minutes scrubbing away at the bath and there she would stand insisting that I clean away the shadows.

Of course, I can keep the bathroom clean! Mind you, I sure welcome the help!

Wharf was upgraded

Last week's fire at the Crofton ferry dock comes but three months after the B.C. Ferry Corporation completed a partial upgrading of the facility.

In February, an \$830,000 project included improvements to

both the Crofton and Vesuvius docks. The work done at Crofton covered only berthing facilities — replacement of one wingwall and installation of a floating lead — and did not include upgrading of the wharf itself.

The Bay Window Lunch

- Soup - a changing selection. 3.00
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- Baked Camembert - wrapped in filo pastry and served with a black cherry brandy sauce. 3.95
- Caesar Salad - for those that like garlic a rich and creamy dressing. 4.50
- Spinach Salad - sliced mushrooms, crumbled bacon, green onion and grated cheese all tossed with a tangy dressing. 3.95
- B.L.T. - bacon, lettuce and tomato sandwich served with a side salad. 5.50
- Crab & Cheese Melt - dungeness crab and cheese sandwich served with a side salad. 5.95
- Omelette - a varying selection served with a side salad. price varies.
- Seafood Pasta - a medley of seafood, tossed with spinach, fettucini, lobster base and parmesan cheese. 6.95
- Cajun Chicken + Shrimp Brochette - served with spicy tomato and ham sauce over rice. 6.95

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Booth Bay Resort

375 Baker Rd.



Coast Guard answered call

Friday fire knocks out ferry dock

From Page 1

have to be entirely rebuilt.

"On the front part of the dock, the widest part, the planks on the decking are burned approximately 90 per cent through," Snelling said. "It burned about a quarter of the way up the dock . . . started at the widest part, down by where the shack (storage shed) was, and stopped near the actual slip. That area was scorched."

Snelling said the Crofton fire department received word of the fire at 2:22 am. It was reported by an unidentified man living on a boat moored nearby, who found the dock in flames after being awakened by his dog.

All 27 members of the Crofton volunteer fire department were called to the fire. Snelling said the blaze was a difficult one to extinguish.

"The creosote in the wood

really makes it burn," noted Snelling, "and then, some of the wood underneath is rotten, too. The actual mop-up took us longer than putting the fire out. It took us about five hours. Actually, we spent seven hours on the call, including clean-up afterwards."

In addition to the land-based firefighters, the Crofton fire department used a barge-mounted pump to fight fire underneath the deck. The Coast Guard vessel *Skua* also travelled to Crofton from Ganges to help fight the blaze, and a Zodiac equipped with a pump was also dispatched from Ladysmith.

"We have a large pump mounted on a barge," noted Snelling. "It was given to us by the mill, and we managed to stop the fire underneath with that. The Coast Guard came from Ganges, and a Zodiac with a pump came from Ladysmith. They were able to take that right in between the pilings to get at the fire underneath the dock."

The *Skua* used a fire monitor mounted on its bow to help put out the dock fire.

A Coast Guard official said Friday morning the Ganges division received the fire call at 3 am.

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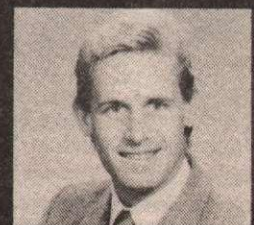
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Toughest wharf damage control test lies ahead

The speed with which disaster struck the Crofton ferry dock last week — cutting off, temporarily, an essential transportation link between Salt Spring and Vancouver Islands — was matched only by the B.C. Ferries Corporation, which moved swiftly to set up both an alternative passenger system at Vesuvius and to ease the pressures on the Fulford-Swartz Bay route by dispatching a second ferry to the south.

The logistics involved in those two moves were doubtless complex and not easily resolved. For its decisiveness in the face of disaster, the corporation deserves our applause.

Now comes a sterner test, however. Although islanders will realize and appreciate that the inconveniences of transportation they now face will be with us for a short time only — estimates

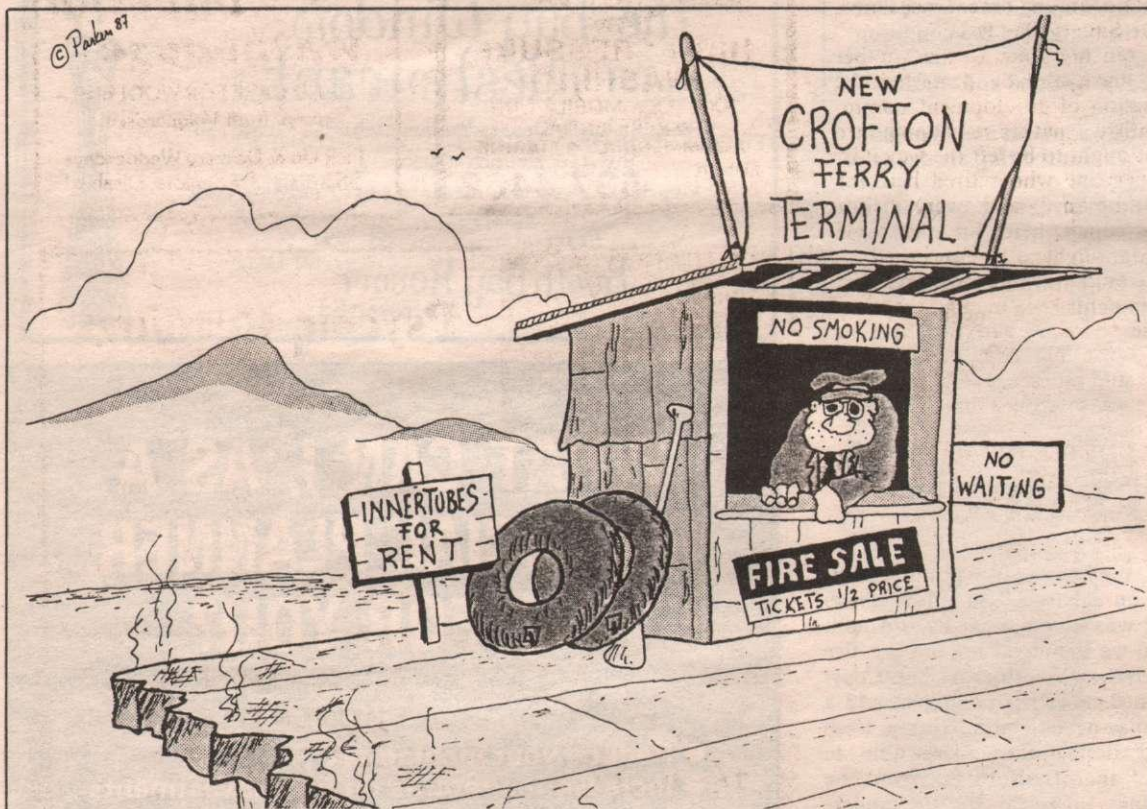
are two months — and will likely take the shortcomings in stride, the corporation must stand ready to alter the emergency system if it looks to be falling too short of the mark.

At Vesuvius, for instance, if a passenger-only system causes too many problems for travellers, particularly for those businesses whose vehicles are cut off from Vancouver Island, can we count on the corporation to temporarily upgrade the service, perhaps by operating or contracting-out a bus to transport foot traffic?

At the south end of the island, where the ferry which once connected Vesuvius and Crofton has been shifted to help carry the overload, problems of a different sort must be faced. The limited carrying capacity of the second vessel, its slower speed and the shortage of docking facilities at

Swartz Bay cast doubt on the effectiveness of that arrangement. If it comes up short, will improvements be made?

And finally, what of the Crofton dock itself? At this writing, the scope of damage done to that facility is largely unknown, but it appears the ferry corporation can proceed one of two ways — it can repair the dock to its previous standard as swiftly as possible, thus earning thanks from islanders for minimizing the period of inconvenience, or it can install a superior dock, one that would improve service to Salt Spring by allowing heavier vehicles to board vessels bound for this island. The only drawback to the latter move, of course, would be extension of the time residents would have to wait before normal service is eventually restored.



Galiano pub bus fuss

It is but a week since the Salt Spring Singers stood on the dais at Centennial Park in Ganges and sang, in unison with their colleagues from Saanich Peninsula, *This Land is Ours*. But whose land is Galiano?

An Island publican who has operated a bus to transport visitors from the provincial park to his place of refreshment has complained of restrictions on the use of his bus. The operator reports that he is penalized for turning the vehicle around on park property, although there exists no other place or facility for turning around.

The same operator reports that when he charged 50 cents for a trip from the park, he was advised that the fare was illegal. He could only carry passengers from the park at no charge and then charge double to bring them back.

These restrictions are an absurdity.

Let's have the parks introduced as a legitimate part of British Columbia. Alternatively, there must be provision for turning a vehicle around without trespassing on the parkland devoted to less than mundane pursuits.

The tale is petty, silly and should never have been permitted to reach these dimensions.

A world truly gone mad, both here and there

I never fail to be amazed when actions which pass for common sense on these islands are dismissed as poor etiquette in the so-called civilized corners of the province. And vice versa.

During a recent visit to Vancouver, for instance, I thought nothing of driving the passenger side of my truck over the curb in front of a friend's house, then swinging out again to bring both wheels down tightly against the concrete.

On a narrow street, I reasoned, it only makes sense to take up as little of the travelled portion of the pavement as possible, and if doing that means a bumpy ride over the curb, so be it. They're my tires, after all.

The look on my friend's face, however, told me I may as well

have uttered a foul curse at the church picnic. The cold glare from his next-door neighbour, who just happened to be trimming tufts of lawn from the edge of the sidewalk as we drove up, added to the indictment.

If this little incident had happened just moments after my departure from the ferry slip at Tsawwassen, I might have felt chastised, even remorseful. But, as it occurred on the second of two long, agonizing days spent in a city I prefer to avoid, something snapped. Instead of being polite or apologetic, I slammed the truck into reverse and pushed the rear wheel back onto the curb, then cut the engine and climbed out. Take that.

Why the rebellion? After countless years spent living — and

my word

by
Duncan MacDonnell

driving — in rural and semi-rural environments, I've found that my habits behind the wheel do not mesh with those of city-dwellers. Trying to compensate according to venue is giving me a splitting personality, and the incident on the curb was the final push needed to force me to make a choice of one or the other extreme.

Now, I'm a terrible driver by big-city standards. I do awful things like signal my lane changes, let vehicles ease ahead of me in merging-traffic lanes and yield

to the other car at four-way stops. All of which earns me a blast on the horn from the vehicle behind, the odd shaking fist and a queer feeling that the rest of the world has gone mad.

None of which ever used to bother me, because I always felt one should follow the rules of the road in effect on the other fellow's turf, even when they amount to a recipe for ulcers. Until, that is, I realized the big-city driver visiting here from there does not offer us the same courtesy.

Island motorists do nutty things like block both lanes so two drivers can gossip, use the whole width of the road as a single lane and sometimes turn without signalling because any fool knows all local traffic heads a certain way. But does the visitor bow to our

customs? He does not — he honks, shakes a fist and gives us a queer feeling that our world has gone mad.

So I'm taking the gloves off. Vancouver motorists had best be warned that driving habits, island-style, are headed their way. I may be outnumbered, but I will not be outmaneuvered.

My motto now will be to give them a taste of their own medicine, by refusing to fall into step: no more deferring to their hurry-up-and-wait habits, no more respecting of crosswalks, no more sticking dimes into parking meters. Take that, if you can.

Unfortunately, my nervous system is so drained from the last visit to Vancouver that it may take a year or so to put this new plan into effect . . .

Definitions

Sir,
Concomitant with the assault on the U.S. Constitution exposed by the Iran-Contra hearings is the assault on plain English. These new definitions have emerged:

HERO: A person who is prominent because he has lied to his government and has altered or destroyed records he was charged to preserve.

CAN-DO: An adjective used to describe a person who plans and executes inept diplomatic (Iran)

FACTS: Official lies provided with plausible deniability.

RESPECT AND ADMIRATION: Emotions felt for those skilled in preparing such facts.

FREEDOM FIGHTER: An armed person whose activities, funded by another country, consist of attacking the schools and health centres and murdering the civilians of his own.

DEMOCRACY: Any of the several Latin American countries run by the military for the profit of feudal masters, and in which torture and murder of the citizenry is officially sanctioned by death squads, and massacres of the peasants are commonplace.

TYRANNY: A Central American country whose elected government, in spite of having to endure for years an economic and military assault by the most powerful nation on earth, has successfully carried out literacy, land reform and health programs, and has retained the loyalty of its people.

ANDREW GIBSON,
Ganges.

Concerns

Sir,
In response to Dorothy Livesay's query about logging on Galiano, according to the Islands Trust, anybody can log and level any lot which is privately owned as they wish. This was one of our main concerns on Salt Spring when we discovered that was exactly what one developer had done. It is "legal," and it seems some changes in zoning or changes in the law need to be made to ensure selective operations for the sake of all of us and the good name of loggers. There's a joke that someone should implant a gene in loggers so that their kids will be born happy with a double-wide trailer and not have to go logging.
SUE HISCOCKS,
Ganges.

Clarification

Sir,
Regarding my application to rezone Lot 20 in the Sturdies Bay area of Galiano Island, I should like to comment and clarify many points, with regard to the application and to the subsequent Islands Trust hearing.

Firstly, as to my absence at the meeting, I decided to instruct our local trustees as to my specific intentions, and hold a meeting concerning the property which would be considered personalities aside. The points I made to the trustees prior to the meeting were as follows:

- I was asking for C1 zoning, sections one through five only.
- I excluded public recreation facilities, auto sales and repairs, all of which I felt are unsuited for the property. Hotels, motels and inns do not fall in this zone.
- I was asking for approval to proceed with a retail facility, in the same format as our existing buildings across the road.
- I pointed out that commercial zoning of all 3.8 acres was not specifically required.
- I instructed the trustees that my

building would be well set back on the property, allowing for parking and thus removing the congestion and parking problems along Gulf Drive.

- I noted there was an existing drilled well on the property.
- I contacted, in person and by telephone, property owners on Gulf Drive prior to the meeting.

After the application and discussion with the ministry of highways, I received tentative approval. The result of all the groundwork that I had done prior to the meeting was that it was not received. The meeting, not having enough facts and information to discuss for and against, should have been terminated.

I see many problems with the means in which property is to be rezoned; because there is not implementation of strict development permit areas, it puts the applicant in a position of seeking blanket zoning.

I feel strongly that Galiano is developing far too quickly and have voiced my opposition through the Chamber of Commerce, to try and curb off-island solicitation.

As an owner of properties at Sturdies Bay, I would like to see this area develop as originally intended by our existing community plan — on a small scale, over time, with quality buildings.

I believe Galiano residents generally would endorse this concept as they did when our community plan was adopted.

Mr. Bengers' editorializing goes beyond his duties, acting as judge and juror for Galiano, persuading and selling a conclusion, based on an impotent meeting. Galiano deserves more than this.
ALAN M. BUTTERY,
Galiano Island.

Thank you

Sir,
I just don't know where to start thanking the great people of Salt Spring and surrounding areas for their support. I have had letters and calls from as far away as Toronto.

Some of those I would just like to mention.

Dr. Jan Macphail, Barb and MLAs office, Mike Turkki and *Driftwood*, Les Wagg and the Salt Spring Island Volunteer Fire Department, B.C. Ferries, Henry Schwagly, Barb and Terry Dow and fellow workers who organized the garage sale and to all those who donated items, Fulford Hall committee, Pentecostal Assembly, Jim and Elaine, B.C.F.M.W.U., Anglican Church, Marguerite from the Travel Shop, Dr. Stewart, Cliff Carey, my wife and family, Doug and Louise, Bev and Gordon, Merv and Carol, Michael, women's clubs, Mac and Pearl, Ken and Lois. People who help anonymously are special — you know who you are. (Note to the editor: If you have room, please add all the names from the Lions telephone directory).

I am back from the Mayo with great news. I have no permanent damage. What's happening to me is a newly recognized phenomenon. I got an overload of toxins from the spill and had such a reaction that my system has conditioned itself to go into shock when I'm exposed to irritants. The doctors say there is no quick cure, I must stay away from irritants and over a long period of time expose myself to small amounts and eventually my system will learn to tolerate these things again.

I am starting work as night watchman for B.C. Ferries, as this

letters

will give me work without much exposure.

From the bottom of my heart I would like to thank my friends and neighbours for all the encouragement, support and prayers at a time when it was much needed. Thank you.
BOB WALDE,
Fulford Harbour.

Free-for-all

Sir,
Recent events on Galiano with respect to zoning of properties seem to indicate that we must decide these matters by means of emotional public free-for-alls conducted by our Islands Trust. Worse yet, the conclusions are made and given unwarranted validity by our *Driftwood* reporters. I, for one, believe reporters have a responsibility to report facts and not editorialize.
FRAN WHIPPLE,
Galiano Island.

Add voice

Sir,
Yes, I know, we cannot take anything for granted. But it seems to me that lately, those with a concern to preserve the quality of life on the islands are on to a daily battle to save their uniqueness. On Galiano, among other things now, is the Saltery Bay issue.

I join my voice to the number who have already protested the incursion of development/commercialism / nature re-shaping into what ought to be left the way it is.

Everyone who retired here for the ambiance, and every visitor who comes here for the same reason, ought to be concerned.

I would also like to believe that all residents keep in mind that they chose to come and live here to avoid the big city, its suburbs, noise and rat race, and because the place was offering a share of nature and peace.

CLAUDETTE DESHAIES,
Galiano Island.

Interpret

Sir,
A.S. Hopping hurled some serious accusations in his interpretation of the incident that took place at the market on July 11. I write this letter to clear the reputation of a friend, as well as the fog of illusions in Mr. Hopping's letter.

Noot was selling to the public a product made from shellfish gathered on local beaches. Gail LaMarchand, a local crab fisherwoman, sells whole, live crab at the wharf. Gail explained to Noot the regulations and safeguards in place to protect the public from a potentially dangerous product. An argument ensued, emotions flared and Gail, in her frustration, seized her competitor's product and threw it back from whence it came.

This was the basic scenario. Now I should like to address the cold, hard facts of this issue.

The selling of any product from the sea is regulated by several agencies in this country. There are licence fees to harvest seafood, processing licences and

regulations, health safeguards and marketing regulations.

The product sold by Gail at the wharf — whole crab — is subject to all of these; licences are paid, inspections approved and regulations complied with. This is her livelihood, and not an easy one.

Noot's product, on the other hand, has not been inspected, approved or in any way regulated. It is a product made from beach-harvested shellfish, processed in a home kitchen, hand-packaged and unrefrigerated. The quality of the shellfish on local beaches is obvious, at best. The processing of this product was unregulated and therefore unknown, and the product was being displayed in the 28 degree heat of the day, unrefrigerated.

Would you order crab or oysters in a restaurant where the seafood was left out in the sun? Botulism is not to be trifled with. One incident of illness stemming from tainted seafood sold at the market would destroy the reliable business Gail has taken years to develop. Can

you understand the seriousness of the situation?

Gail's emotional act has surely protected not only her own business interest, but the health of the buying public and the reputation of market vendors as well.

Since this incident took place, both parties have talked and apologized, and restitution has been made.

The most disturbing affront to Gail's reputation however, is the accusation of "racial abuse" as perceived by Mr. Hopping. Gail's wholesale business to the Vancouver market involves a great deal of contact with many ethnic people, primarily Asians. She is well-liked and accepted as a peer among them. She, in turn, has a great deal of admiration and respect for her Asian friends and business contacts.

I am sure, Mr. Hopping, that you are mistaken in your interpretation of this incident and I hope you can expand your view to forgive the human emotions and accept the reality of this situation.
DON FEE,
Ganges.

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Invitation

Editor's note: The following is an open letter to the Select Standing Committee on Economic Development, Transportation and Municipal Affairs, filed with this newspaper for publication.

Sir,
The Salt Spring Island Planning Association will be holding a public meeting on July 30, at 7:30 pm in the high school band room. We would like to cordially invite the members of your standing committee to attend.

The Salt Spring Island Planning Association is a body to which all Salt Spring residents are entitled to belong. We meet on a regular basis to provide a forum for public opinion concerning island planning issues. Many of our directors past and present have a great deal of experience in Islands Trust affairs.

Your current review of the Islands Trust, therefore, is of vital interest to us and we feel also that we can be of assistance to you in your attempts to understand the concerns of island residents.

Your offices have informed us that the drop-in hearings scheduled by the standing committee in August will be interested in "what problems, if any, residents are having with the Islands Trust." We have also been told that the information gathered by the standing committee will determine what action the government will be taking with respect to the Islands Trust Act.

The very structure of your drop-in hearings will tend to elicit responses from individuals who have had problems with the Trust. There will be no opportunity for the members of the standing committee to hear residents exchange ideas and information in an open public meeting. The prospect of the government taking action to alter the Islands Trust Act without this essential dialogue with the community is frightening.

The public meeting organized by our association on July 30 will provide the community with the exchange of ideas we feel is essential to the review of your standing committee. Please come and hear what the people have to say.

ROBERT CUNLIFFE,
Salt Spring Island
Planning Association.

Turn out

Sir,
Hope you haven't been missing the Sunday afternoon concerts in Centennial Park. If you have, more's the pity.

Dull Ganges, you say? On a Sunday afternoon, what is there to do? In previous years on Sunday afternoons, not much. However, this year, thanks to a great group of people, our own local, very talented musicians, we have concerts in Centennial Park, every Sunday afternoon from 1 pm to 2:30 pm.

How about turning out and enjoying the music, and supporting this fine effort?

R.G. CLARK,
Ganges.

Prosecute?

Sir,

A cat and her two half-grown kittens were abandoned from the rental house next door when their owners moved away. They just stopped feeding them and then packed and moved to Duncan.

The rather pretty calico cat, obviously pregnant again, has been fending for herself, and the scattered dead birds attest to her attempts.

The kittens neglected by their mother came to the only available water, my pond, to drink, which is how I became involved.

I am sickened by the irresponsibility of these people, and I question our inalienable rights to own pets. Shouldn't these people be prosecuted?

SUZANNE MADDISON,
Ganges.

Pop art

Sir,

Oh goody, we've got a fight going. But I'm disappointed nobody took exception to the idea that industrialism may cause blunting of sensitivities, and thus Third World peoples come out ahead.

Regarding the *Festival of the Arts*, are the plays and paintings also pop art, as the music certainly is? If so, be accurate and call it *Festival of Pop Arts*. If not, give equal representation to the great and noble tradition of classical music and its contemporary composers.

I will be most happy to help procure affordable performers, if invited. Great orchestras are not needed. There are many fine artists who are not big names or famous. Shouldn't they be encouraged as well as those who have studied much less?

Lynda J. did ask my counterpart if she would like to play and that was appreciated. She told me she

more letters

was too exhausted from a heavy teaching schedule to pull together a last minute program.

Nothing I said was meant to take away from anyone else's creative efforts. It strikes me that the narrow-mindedness is on the side of the exclusionists, who are certainly engaging in snobbery by so conspicuously excluding more durable music.

However, don't change anything for me. I'd rather participate than listen to others. Just change it for the members of the community such as Suzanne Maddison's daughters and other young music students, and the visitors.

Do we live between two culture centres of Vancouver and Victoria, or are we just an unsophisticated backwater?

Give it a try. It really won't hurt you and you might even like it.
CECLIA de KIMBALL,
Ganges.

Delights

Sir,

My son has just completed two weeks of swimming lessons sponsored by the recreation commission. It was a delight to watch the joy of the children as they enthusiastically responded to excellent instruction.

The children are being taught the eight Red Cross levels of swimming. Ideally, when they successfully complete the requirements for one level, they progress to a more advanced one.

Unfortunately, the reality for most children is that when they proudly earn their badge for one level, it is unlikely they will get the opportunity to advance because all classes are fully booked.

I am grateful for the two weeks of lessons my son has received, but at this rate it will take him six more years to complete the Red Cross program. My expectations for him becoming "water safe" are a trifle more immediate.

Certainly an enterprising parent

could book their child into continuous sessions to ensure lessons throughout the summer, but if this practice was encouraged, only a select few children would receive swimming instruction.

The answer, of course, is a leisure pool on Salt Spring where our children could work year round on these swimming skills.

Besides safety, I think it is also important to consider the recreational benefits a pool would have for our children. Unlike summer, winter weather is usually not conducive to vigorous physical activity. True, many children

participate in soccer and baseball throughout the winter and spring, but some children lack the speed or agility to enjoy these sports or just don't like team games.

Whatever the reasons, swimming is a viable alternative. For those who don't score the goals or hit the home runs, a pool could provide an athletic interest. Not only will these kids keep up with their peers, for some it may be their place to finally excel.

We need a pool on Salt Spring. The lack of one deprives our children of not only the imperative skills they need to be "water safe," but also of countless hours of healthy, non-competitive, supervised recreation.

ROSEMARY TRUMP,
Ganges.

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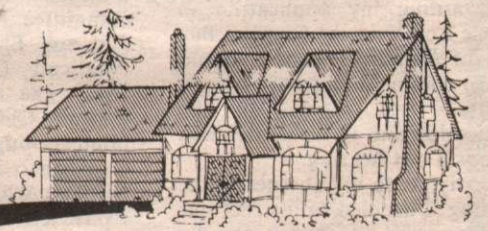
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Forest minister's days numbered?

VICTORIA — Forest Minister Dave Parker's neck must be pretty stiff by now from looking over his shoulder to see who's in line for his job.

There are indications that Premier Vander Zalm is having some doubts about Parker's appointment to the forest portfolio, second in importance only to labour.

When his previous forest minister, Jack Kempf, ran afoul of the standards of conduct the premier himself had set, the obvious choice for a successor was Graham Bruce, the MLA for Cowichan-Malahat.

Bruce was as familiar with the problems of the forest industry as anyone on the back bench. He had made quite a name for himself as the initiator of *Strategy for Survival*, an intensive forest management program for Vancouver Island.

Unfortunately, Graham's appointment posed a problem. Aside from considering the qualifications of prospective cabinet ministers, the premier must also keep regional geographic interests in mind. Vancouver Island already had three MLAs in cabinet. A fourth was out of the question.

When Kempf was forced to

'It makes the industry extremely nervous and doesn't enhance our reputation abroad.'

resign, Parker was handy. Like Kempf, he was from the north (Skeena). And like Kempf, Parker had experience in forestry. He is a professional forester. The premier's choice wasn't that outlandish. Almost from the beginning, however, Parker's follies made more and bigger headlines than his achievements.

There were the small errors of judgement, such as telling a group of perhaps naive peace enthusiasts that his aversion to socialism didn't allow him to tape an innocuous radio peace message for broadcast in the Soviet Union.

There was the more serious statement that he had no time for Communists or socialists. "If someone else wants to talk to them, that's fine, but me, personally, no, sir," the minister said in a speech in Terrace.

A few days later, Parker said he wouldn't let his personal dislike for Communists affect his dealings with them. That retraction came undoubtedly after Vander

capital comment

by
Hubert Beyer

Zalm had a talk with him. But the damage was done.

Irresponsible statements like this are bound to find their way to the desks of the decision-makers in China and North Korea, both important markets to our forest industry.

Changing feet faster than the premier can say "shut up," Parker next called British Columbia's small forestry operators inefficient and wasteful.

And then came the caper that had the opposition NDP in an uproar. During the debate of the forestry estimates one morning, NDP forest critic Bob Williams asked Parker to comment on the lousy stumpage system through which the government collects taxes on the timber harvested by forest companies.

Didn't the minister agree that the taxpayers had, for years, been short-changed by the existing stumpage system, Williams asked, and wasn't it about time for a general overhaul?

Parker launched into a lengthy and passionate defence of the existing stumpage system. No, the taxpayers hadn't been short-changed. It was a good system.

The House adjourned at noon, and when the MLAs came back at 2 pm for the afternoon session, Parker tabled Bill 40, the Forest Amendment Act. The legislation contained provisions for a drastic overhaul of the stumpage system.

The NDP was outraged, and rightfully so. Parker had not only wasted an entire morning of the legislature's time, but he had thumbed his nose at the opposition in doing so.

All he had to do when questioned about the stumpage system was to tell the legislature that changes would soon be introduced and that he'd rather wait until then before answering questions about the stumpage system. Instead, he played silly little games that came close to contempt of the legislature.

All of which hasn't endeared him to the premier. And all of which may land him where he came from — on the back bench. For the last couple of years the forestry portfolio has been a revolving door. We've had half a dozen forest ministers and acting forest ministers. It makes the industry extremely nervous and doesn't enhance our reputation abroad.

If the premier turfs Parker out of cabinet, he would be well advised to look around for someone who promises to stay in his job a little longer.

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Island committee studying MB land alternatives

By **DUNCAN MacDONNELL**

A committee of Salt Spring residents has been established to prepare a contingency plan for MacMillan-Bloedel's 4,900 acres of island property.

The committee, which held its third meeting earlier this week, includes Chuck Horel, Rod Pringle, Mike Marshall, Ian Fraser, Gerry Blom and Neville Smith. Chairman is Ken Renaud.

MacMillan-Bloedel has endorsed establishment of the committee, which it expects will provide the forest company with land rezoning and density transfer options for the seven blocks of property in question.

The committee is operating at

Zoning, density transfers focus of group's attention

the same time as MacMillan-Bloedel's Salt Spring holdings are the subject of a conditional sales agreement reached with Nanaimo developer John Upward. Should that agreement fail to evolve into a sale, the forest company would be in a position to use the local committee's findings as the basis for density transfer and land rezoning applications which, if approved by the Islands Trust, would presumably make the land easier to sell on the open market.

Upward, whose purchase agreement expires in the fall, is

currently involved with studies aimed at satisfying its various conditions. The Salt Spring Island committee, meanwhile, expects to wrap up its planning work by the end of August.

Among the issues being considered by the committee are local interest in a network of trails, management of forest resources, potential light industry sites, protection of access to foreshore and waterfront, and suitability of development. Those concerns are being considered within the context of MacMillan-Bloedel's stat-

ed wish to receive the highest possible financial return on the sale of its properties.

Renaud said the main objective of the committee's work is to study possible transfer of development densities to the block of MacMillan-Bloedel property east of Stewart Road, with a resulting downzoning of development possibilities on the other six blocks of land.

The density transfer scenario would make it possible for MacMillan-Bloedel to sell the Stewart Road block for the highest poss-

ible price and transfer or sell the remaining property to the community at a reduced price. Uses mentioned for the downzoned properties have included small community woodlots and recreational land.

Upward, meanwhile, has indicated he would resell the seven blocks of land for uses ranging from provincial government or regional district parkland to development of small farms. Other potential uses include industrial lands, recreational properties and fish farm sites.

The MacMillan-Bloedel properties, classified as tree farms, were placed on the market in mid-1985.

Walde receives good news at clinic; ailment less serious than expected

There's more than a glimmer of hope at the end of the tunnel for Salt Spring resident Bob Walde.

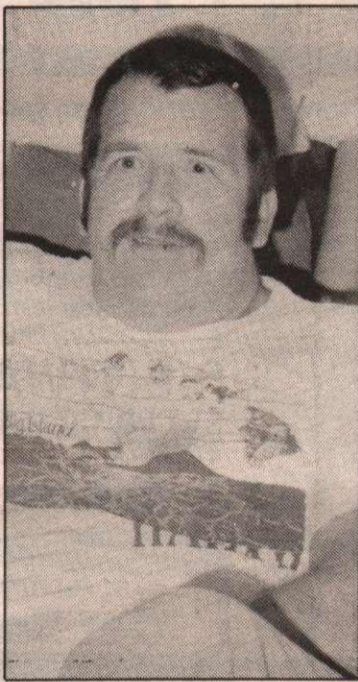
Bob, who suffers from acute sensitivity to hydrocarbons — a condition that can cause him to blackout when exposed to fumes or petroleum products — returned last week from a trip to the Mayo Clinic in Rochester, Minnesota, where he underwent a series of tests designed to gauge the extent of his illness.

The 38-year-old former fireman said Thursday that a specialist feels he will eventually recover from the condition that has plagued him since he helped clean up a fuel oil spill in Long Harbour two years ago.

"Yes, we got good news," Bob said Thursday. "There is no permanent damage to the brain or nervous system. Apparently, almost everyone gets over it (the condition). They couldn't give me any time frame, but they feel I will get over it."

Bob said doctors have advised him to try and avoid hydrocarbons whenever possible for the immediate future, and give his body time to recover from the overdose of toxins he apparently received two years ago. Specialists at the clinic feel his body will eventually learn to tolerate hydrocarbons again, enabling him to lead a relatively normal life.

"I'm going to work tonight," added Bob, who was formerly employed as a deckhand by the B.C. Ferry Corporation. His voice has new confidence now. "The ferry corporation offered me the job of night watchman at Long Harbour, and the doctor suggested that would be perfect for me. I phoned Long Harbour, and they said they're ready for me, and I can do as much as I can handle —



Bob Walde

even if it's only one day or two days a week to start. I tell you, they (the ferry corporation) have been just super."

Although the Waldes now have hope for the future, Bob said his first experiences at the clinic were not encouraging.

"At first, it (the trip to the clinic) was really scary," he explained. "The first doctor we had said he'd never heard of such a thing. Nothing seemed to be functioning properly, and he said that to do all the tests on all my systems would cost \$100,000. He said he couldn't really see how so much could be wrong with a guy who could still walk into an office."

Despite the doctor's initial reaction, Bob started the tests.

Then he was told that the Mayo Clinic had located a physician who was an expert in the field, and that he would be able to see the Salt Spring man on Monday (July 20).

"That night, I couldn't sleep. I was trying to figure out how much I could mortgage my house for. So I went later and asked the cashier how much the tests to date had cost, and I found out that they'd only come to \$1,200. It will be more than that, though, because not all the bills are in. But I was actually surprised how little the entire trip cost."

Bob and his wife Marj (who accompanied him on the trip) are grateful for the assistance and support they received from the community. Island residents contributed approximately \$9,500 to help pay for the Mayo Clinic trip, and this money was placed in a trust fund.

"I really want to thank everyone for what they did," Bob said.

Ross R. McKinnon B.Comm.
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*written by Diana Hayes • directed by Yvonne Adalian

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Bowser the bosun

Actually, pooch's name is—appropriately enough—'Skipper', and master Ed Gibson of

Vancouver swears the pup is in charge. Dog and owner were taking a leisurely row around

Ganges Harbour late last week before returning to Ed's boat, moored nearby.

Slow season forces Action Centre to take one-month 'summer break'

Salt Spring's Employment Action Centre is closing its doors — but only for a month.

Bill Best, action centre coordinator, said Friday the employment action centre will close for the month of August to allow for 'staff holidays.'

"It's hard to get volunteers down during the summer months," he said, "and besides, the demand for workers has dropped. We're still getting a few things, but not much."

Best said that at present, there are 100 people actively seeking work through the centre. Approx-

imately 35 others have obtained some seasonal employment.

The August closure of the action centre will also give organizers an opportunity to obtain additional funding. To date, the centre — located in Upper Ganges Centre — has operated solely with donations.

"We're going to use the time to try and obtain permanent, long-term funding," Best said. "Permanent and long-term are the key words here. It's hard to concentrate on two things at once (the centre and fund-raising), and fund-raising can create some negative emotions after a while.

"We hope to be in a better position when we re-open in September," he concluded. "We also hope Job-Trac will be able to do some things to help lower unemployment on the island."

The employment action centre opened this spring with funding provided by local residents, businesses and the Capital Regional District. Since that time, it has helped many unemployed workers find full and part-time employment.

The centre is operated by a non-profit society. Donations are gratefully accepted.

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Job-Trac program holds promise for Gulf Islands

The Chamber of Commerce is to be commended for arranging a meeting with the provincial coordinator of Job-Trac, which was described in the July 22 issue of *Driftwood*. It appears that we would certainly be eligible for a community Job-Trac project, which, if the suggested project is suitable, and the application properly and speedily completed, could conceivably qualify the community for perhaps \$100,000 or more. The project has to have some relevance to tourism, be labour intensive and be completed by March 31, 1988.

A meeting to consider projects is being arranged imminently.

Ganges Advisory Group

As also reported in the *Driftwood* of July 22, represent-

director's report

Hugh Borsman

atives of about 12 committees or organizations had a third very successful and harmonious meeting on July 13. This is mentioned only to remind us all of how many energetic and talented people we have working for the community.

One item discussed which was not mentioned in *Driftwood*, was the ever-worsening parking problems at Fulford. If one could be sure that the terminal will remain at Fulford, there might be some way that Job-Trac could be

used to help reclaim some land that could be used for parking.

Long Term Health Needs

If not too late, could as many of you as possible retrieve the questionnaire on page nine of last week's *Driftwood* and respond to it?

Due to the initiative of Peter Vida of Greenwoods, and Sandy Gordon of the Lady Minto Gulf Islands Hospital and their respective boards, the CRD Hospital Planning Section has been asked to prepare a plan for the long-term health needs of the Gulf Islands. Two local committees are already at work, in addition to the consultants.

As noted, this study will consider health needs in the widest possible sense, and include such

things as transportation, a particularly pressing problem for the elderly, and housing. If you missed the questionnaire, please write your comments and send them to Mr. Murray Halkett, c/o myself, at the Lady Minto Hospital. We need your help and ideas.

Employment Action Centre

Bill Best and his board and volunteers have done a superb job in setting up this much-needed facility. They have had no government assistance except for CRD grants-in-aid, which were used to help them get started. The centre needs financial contributions, no matter how small. They also need you to think of them when looking for work, or when someone has a job available. (537-

4331). In the meantime we will see if the provincial or federal governments can be persuaded to contribute.

If you have any ideas, or money, please contact Mr. Best.

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Local project applications sought

Marjorie McGillivray wants Gulf Islanders to help her spend \$1.8 million.

McGillivray, a provincial government employee, was on Salt Spring Island last Friday to discuss one of Victoria's JobTrac programs, *Go-Ahead for Communities*.

The program offers provincial government funding for projects designed to promote tourism, recreation, sport, culture and heritage preservation. Designed to provide work and training to people on income assistance, the program supplies funding to cover wages, benefits and specified costs.

While on Salt Spring, McGillivray discussed the program with members of the local Chamber of Commerce, who are hoping their planned construction of a memorial to the *Cy Peck* ferry would be eligible under *Go-Ahead for Communities*.

While McGillivray could not say whether that project would receive funding, she called it "a natural" example of the kind of community endeavour the program is designed to assist. And she said she is hoping other local groups can come forward with the same types of proposals.

McGillivray has \$1.7 million in provincial government funds to

spend on *Go-Ahead for Communities* projects in an area stretching from the Gulf Islands to Sooke. As of last week, she was trying to contact groups on Salt Spring and other Gulf Islands which might wish to participate in the program.

However, she added that time is running out. The province, she said, will only offer *Go-Ahead for Communities* program funding to projects which will take a minimum of six months to complete, and which will be finished no later than March 31, 1988. That means the latest possible date a project can commence is October 1.

Meeting slated

A meeting to discuss the provincial government's JobTrac program will be held later this week in Ganges.

Chamber of Commerce president Jack Cherry said Monday that it is vital for local interests to quickly discuss initiatives which might qualify for the program — and the government funding which would follow — and to swiftly come up with a presentation to the ministries involved.

At presstime, no time, date or location had been set for the meeting. Cherry asked that any interested parties contact him at the Tourist InfoCentre (537-5252) for that information.

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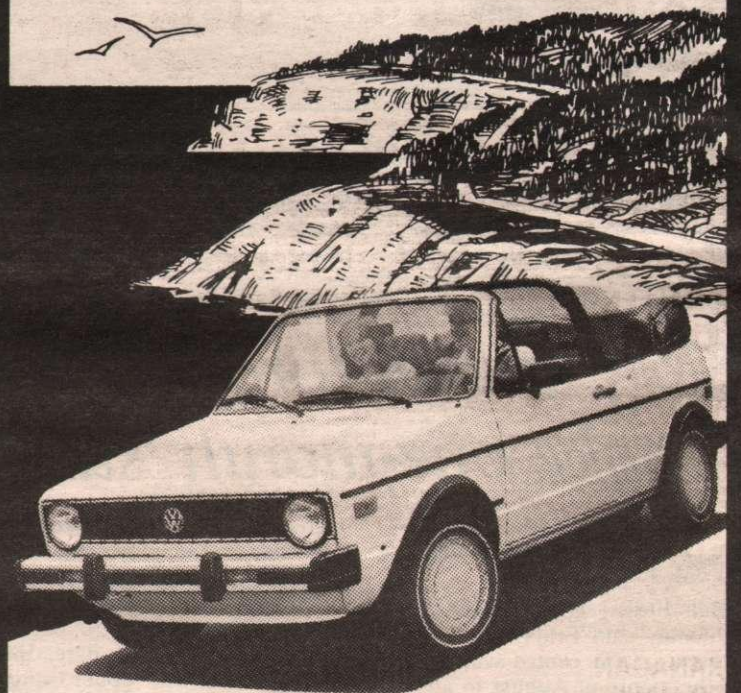
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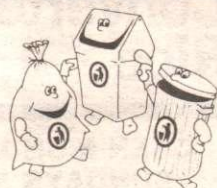
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Burgoyne's first trustees sought one church for all

The 'Little Church in the Burgoyne Valley' is 100 years old this year.

Built during the summer of 1887, in the shadow of Mt. Bruce, Burgoyne Bay United Church is the oldest Protestant church on Salt Spring Island and, among all local churches, is predated only by St. Paul's Roman Catholic Church at Fulford.

In celebration of the centennial, the Burgoyne United Church Women [UCW] have scheduled a re-dedication ceremony and open house on August 28. The public is invited to attend, look back on the past 100 years and help the UCW "begin the second century."

Rev. Allister Skinner will officiate at the August 28 re-dedication, at 2 pm in the church. Following the ceremony, historic documents and a gallery of photographs will be displayed.

By MARY DAVIDSON
Second in a series

The original title to Burgoyne Bay United Church lists its first trustees as Edward Lee, Henry Pollard, David Jenkins, Henry Ruckle, William Fredison and Thomas Mouat.

Those six men, all from Salt Spring Island, were not necessarily Methodists themselves but believed that a church was essential to a pioneer community. With the idea of one church for all, they were a good example of the ecumenical characteristics of our pioneer forebears.

Edward Lee came to Salt Spring Island from Owen Sound, Ontario, where his family had lived for several generations after emigrating from either England or Ireland.

Married in Ontario to Martha Pollard, Lee went west in 1884 with his wife and infant daughter, Bertha Eleanor. The family settled in the Burgoyne Valley, on land on the east side of the Fulford-Ganges Road. A glimpse of their home — the large, white farmhouse set well back from the road — can still be seen as one approaches the turn to climb Lee's Hill.

(Ed's brother, Tom, later settled on the north side of Lee's Hill.)

Edward Lee's wife, Martha, died when still quite young, leaving behind a family of eight small children: Bertha, Laura, William Hudson, Lillian (Mollet), Newcombe Edward, Winnie, Pina Martha and Olive.

Through a friend, Lee heard of a recently-widowed woman in Nanaimo who was seeking a position as a housekeeper. He hired her and, soon afterwards, married Mrs. Patterson, who had two children from her previous marriage — William and Polly (Ruckle).

Religion and education were important considerations to Ed Lee. He not only helped found the Burgoyne Church but also donated land on which the parsonage was built, and the land for the original Burgoyne schoolhouse. In 1896, when the school no longer served the needs of the community, it was replaced by another built on the same site.

Descendants of Ed Lee lived on the island for many years. His daughter-in-law, Maggie (McLennan) Lee was voluntary caretaker of the Burgoyne Church until she moved from the Lee farm to Victoria, from where she still takes an active interest in the little church.

Henry Pollard and his wife, Elizabeth, farmed in the Burgoyne Valley. Henry was the brother of Martha Pollard, who married Ed Lee. They probably came west with Henry's brother, Laben Pollard, and the Ed Lee family, settling on Salt Spring Island at about the same time.

Although blind in his later years, Henry Pollard managed to get around quite well despite his handicap. He was still living at Burgoyne in the early 1940s.

David Jenkins was listed in the 1889 B.C. Directory as a farmer. He lived for only a short period on Salt Spring and does not appear in either the 1881 or 1891 census.

While his identity is not confirmed, Jenkins is thought by Mrs. Maggie Lee to have been the widowed father of Eva and Myrtle Jenkins.

Myrtle was an infant when her mother died and was placed with the Beddis family, which adopted her. She is listed as a Beddis on the 1891 census.

Eva later lived with the Stevens family. She is not shown with them on the 1891 census, however, so must have stayed for a



Jane Mouat

time with her father in Victoria. Eva married Walter Stevens and some of their descendants still live on Salt Spring Island.

A search of the 1891 census for all communities on southern Vancouver Island showed only one David Jenkins. He was a miner of Welsh origin, a Methodist, and

he had a large family. It is unlikely, but he could have been on Salt Spring Island for a few years, to try his hand at farming.

He is not the same man as the father of Eva and Myrtle Jenkins, whose family ties were thought to be in Victoria but, to add to the mystery, no David or Eva Jenkins

appear on the 1891 census for Victoria. They may have been in transition, which might explain their absence from any 1891 census of the area.

Henry Ruckle was born in Ireland to Palatine German parents and later came to Ontario, with his parents and siblings, to settle. With him were other families of the same origin, including the Brethours who later arrived in Sidney.

After pre-empting 27 acres of land on Salt Spring Island in 1872, Henry Ruckle gradually built his farm up to first 300 acres, then 1,000 acres. When the property was turned over to the province for a park in 1973, it totalled 1,196 acres.

Henry Ruckle was married in Sidney in 1874 to Norwegian immigrant Ella Anna Christianson. They had four children: Alfred, Ella, Agnes and Henry. Henry's descendants still reside on the Ruckle farm, which is contained inside the boundaries of Ruckle Park.

A community-spirited man, Henry Ruckle not only served as a trustee of Burgoyne Church but as postmaster at Beaver Point in 1884 and 1885, as one of the founders and a trustee of Beaver Point School from 1885 to 1893, as foreman of road construction and maintenance for Beaver Point from 1888 to 1892, and as chairman of the Court of Revisions and Appeals on Salt Spring Island in 1877.

Ruckle was also a long-time member of the Agricultural and Fruit Growers Association, and he and Mrs. Ruckle were among those invited to act as judges at the 1897 Washington Fruit Fair in Spokane. In 1898, Ruckle was on the committee to build an agricultural hall at Ganges and, in 1899, was elected to its board of directors.

According to *Snapshots of Early Salt Spring*, Daniel Fredison preached at times to the Vesuvius Methodist congregation. As no mention of a William Fredison has been found, it could be that whoever authored the Indenture and Certificate of Title for Burgoyne Church made an error in the name, substituting William for Daniel.

Turn to Page 14

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Six trustees launched church's first century

From Page 13

Daniel Fredison, listed on the 1881 and 1891 census for Salt Spring Island, may have been the father of William Fredison, although no mention of this has been found.

Daniel and his wife, Elizabeth, were the first island settlers to live on the land now called Mansell Farm. Daniel is listed on the census as a Methodist, Negro, born in the United States. His wife was born in Mauritius and is listed as French and Roman Catholic.

The Victoria *Colonist* of April 7, 1860, reports that Mrs. Fredison and child arrived on the *Heather Belle* from Honolulu on March 8, 1860. While this child could have

been William, it also could have been a grandchild, Rene, mentioned in an account of the Fredisons by Sylvia Stark, as repeated by her daughter, Marie Wallace:

"A small unbarked log cabin stood inside the yard, temporary shelter while (the) big cabin was being build — it was occupied by a pioneer family from the Hawaiian Islands, they were coloured Hawaiians, perhaps the first of their (country's) people to come to the island. They occupied the cabin until they located a place of their own. They were the first family to take the claim now known as the Mansell Farm.

"Whenever I went to their cabin, Mrs. Frederson (sic) would always give me a cookie and one

to her grandchild, Rene . . ."

The mystery of William Fredison remains unsolved.

The Mouat family left the Shetland Islands in 1884, arriving on Salt Spring Island in February, 1885, after brief sojourns in San Francisco and Nanaimo. They established their Salt Spring home beside St. Mary Lake, where Thomas Mouat engaged in mixed farming.

With Thomas came his wife, Jane, his first wife's mother, sons Thomas William, William Manson and Gilbert James, and daughters Margaret (Minnie) and Mary Jane (Wood). Children born after the Mouats settled on Salt Spring Island were Laurence, Lydia (Drake), Gavin Colvin, Jer-

emiah, Jessie (Toynbee) and Grace, who died in infancy.

Thomas Mouat, long suffering from a chronic lung condition, died in 1898 at the age of 45 years.

Driven by her Christian zeal and the duty to raise her large family, Jane Mouat was the mainstay of the clan and successfully took over the reins as a single parent. She was a sympathetic, compassionate and broad-minded woman who could relate to the views and the weaknesses of others with malice or condemnation. Through her example, her children grew to be productive, enterprising island citizens who not only founded businesses which are still functioning today, but who have contributed unfail-

ingly to the stability and common good of Salt Spring Island.

While Jane Mouat was not an original trustee of the Burgoyne Church, she was an active participant and one of the founders of the first church in the Vesuvius-Central area.

Classes of '56, '57

Grad class reunion held 30 years later

A second reunion is being planned for former Salt Spring residents.

Islander Pat Lee and his cousin Les Fraser are organizing a reunion for graduates from the Salt Spring school in 1956 and 1957. The reunion — slated for August 1 — will be held in the Lee home at 2670 North End Road, and is the first for former students of these two classes. Carol Walde has agreed to cater the dinner.

Although he said cannot take credit for the idea of having a class reunion, Lee said he has considered it for many years.

"Last year, a woman from Victoria asked me if I'd work with her on one, but I didn't have the time," he said. "This year, my cousin was talking about it, and I said: *Okay, let's do it. Let's combine both years* (1956 and 1957). So all this has actually been done in a relative short period of time."

According to Lee, both the 1956 and 1957 graduating classes were relatively small, each comprising approximately 15 students. To date, he said, 12 of the 15 members of the 1956 graduating class have indicated they will attend the August 1 reunion.

"My cousin is co-ordinating the other class, and he hasn't got back to me yet," Lee noted. "But I expect turnout will be about 60 or 70 per cent for that one, too."

Lee has kept in touch with almost none of those who graduated with him. Nearly all of his former classmates, he added, now live off-island.

"All of them moved off the island except Gilbert Mouat, who graduated with me," he said. "But I was surprised to find that

most of them live in the Lower Mainland or on Vancouver Island.

"Everyone is terribly excited about this," he continued. "We've tried to contact as many of our teachers as possible, too. Our principal, Mr. J.B. Foubister, still lives on the island. A lot of our teachers are gone, of course, but a few are coming."

Lee said August 1 was chosen as the date for the class get-together because it also coincides with the old-timers' reunion being held August 2 at the Farmers' Institute grounds. In this way, those coming to the high school reunion will also be able to attend the August 2 event.

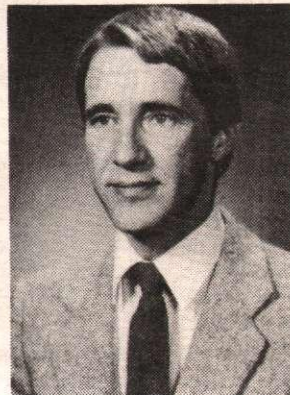
"It should be interesting to see what everybody looks like after all these years," Lee added.

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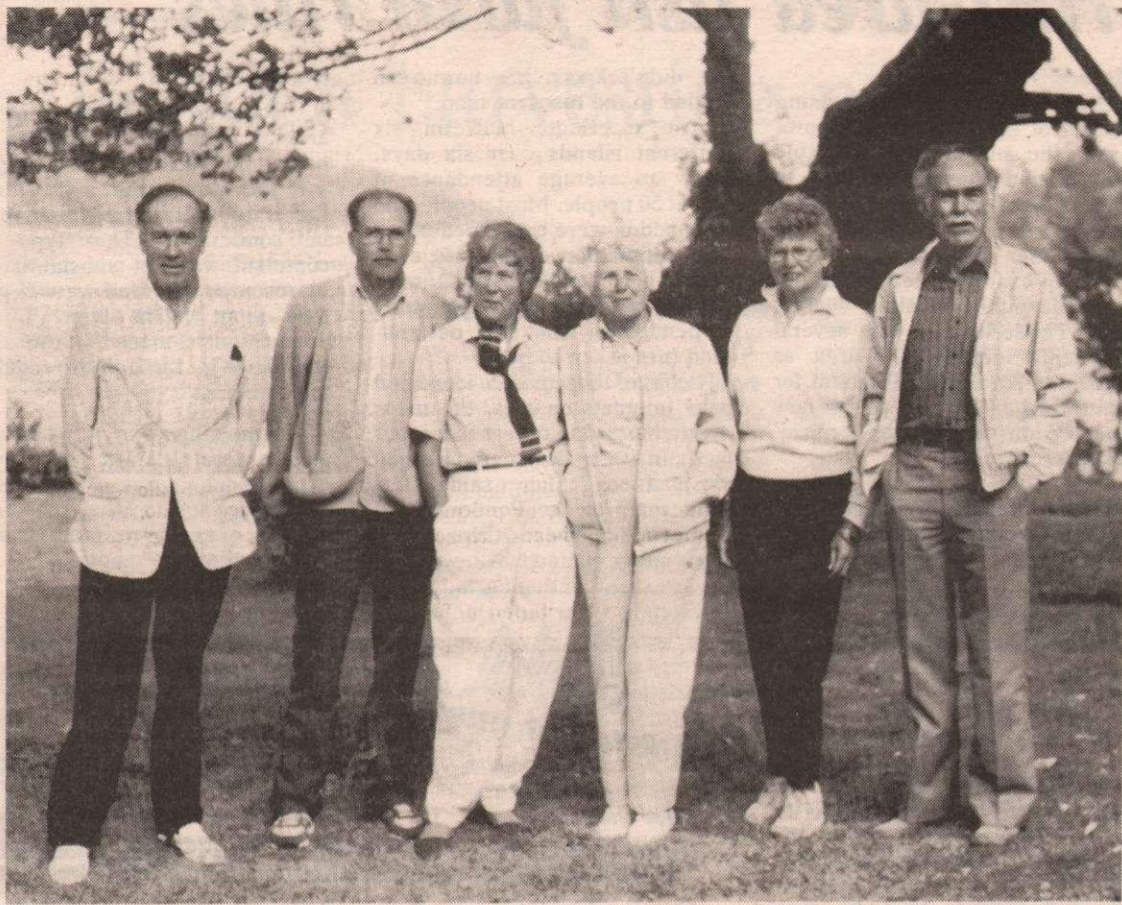
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Reunion

Sons and daughters of John and Elsie Lawrence gathered on Salt Spring last week for first full reunion in 51 years. Pictured are (left to right) Robert Lawrence of Vancouver, David Lawrence of Vermillion (Alberta), Barbara Toynbee of Ganges, Yvonne Poole of Qualicum Beach, Muriel Peterson of Victoria and Jack Lawrence of North Vancouver. Although family members now live in fairly close proximity to each other, eldest sibling Jack had until recently been living abroad, making a full get-together difficult. Reunion of brothers and sisters—and their families—took place at Barbara Toynbee's home on Churchill Road.



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Lions elect slate of officers for 1987-88

The Salt Spring Island Lions Club has elected a new slate of officers.

Barry Urquhart is now president of the organization. First vice-president is Ross Van Winckel, while second vice-president is Jim Clark. Lothar Kutz is serving as third vice-president.

The club's secretary is Carl Albert. Treasurer is Brian Wolfe-Milner, while tail-twister is Rann Emmerson. Lion tamer is Ian Brown. The new slate of directors is: Stan Sage, Santy Fuoco, Hank Knudson and Fred Brookbanks.

A special award has also been presented to Ben Greenbough for his efforts on behalf of the club. Greenbough has been named Lion of the Year for the past year.

In other Lions Club news, the organization recently held a salmon barbecue for the residents of Pioneer Village and Croftonbrook.

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Input strengthens Trust-area fish farm rules

Most of the southern Gulf Islands will be off-limits to fish farms, a study being prepared by the provincial ministry of environment and lands has concluded.

The study, due to be released to the public in late August (see story, below), was prepared with comments from various resource users and the public. It began earlier this year when the resource users — commercial fishermen, recreational canoeists, etc. — were asked to indicate on large maps those areas within the Islands Trust region they considered would make suitable and unsuitable sites for fish farms.

Following marking of the maps, the results were collected on a

master map, which was presented to the public at six meetings held within the Trust area in mid-July. Comments received at those meetings were then used to produce a final map designating all foreshore areas as off-limits to fish farms, open under the normal regulatory process, or open subject to potential resource conflicts being resolved by the applicant.

John Bones, manager of the environment and land ministry's Vancouver Island office, said the final map will show most of the southern Gulf Islands to be closed to any applications, or subject to conflicts being resolved.

"It means applicants there will have to do more work to get a

licence," he said.

Bones said the public meeting aspect of the study process provided the ministry with valuable information which led, in turn, to restrictions being placed on some areas previously believed to be suitable for fish farms.

As an example, he pointed out that the public meeting dealing with Pender Island saw several residents identify one area as providing an essential habitat for waterfowl. That area is now marked on the map as 'critical' for preservation.

"In another instance, a commercial fisherman told us that a particular offshore area contained an important crabbing site, which

we didn't know. It's now been added to the resource map."

The meetings, held on six different islands over six days, drew an average attendance of about 50 people. Most people who dropped in were concerned about the designation of offshore sites near where they live, Bones said, and their reaction to the study depended on what that designation turned out to be.

"Where those people identified new interests or uses, the maps were changed to reflect that input and, in some cases, it changed designations," Bones said, referring again to the Pender Island example. "Where there were legitimate oversights, we will

change the maps."

"However, if someone came in and saw their area was mapped as having no restrictions and simply said they didn't want a fish farm there, it didn't change the map," he continued. "That type of comment was not substantiated by resource use, and we will get that input again later if an application is made for the site and as we go through the regulatory process."

The meetings were also attended by several fish farm entrepreneurs, Bones said, who were "overwhelmed" by the range and amount of resource interests represented on the maps.

Aquaculture licence moratorium will be extended to end of August

A moratorium on approvals of new fish-farm licences in the Islands Trust area is unlikely to be lifted before the end of August — one month later than expected.

The moratorium, in place since late last year, was to have been lifted upon completion of a provincial government study assessing the suitability of all potential fish-farm sites within the Trust area.

The province now says that while the study will be finished by its July 30 target date, it will take about one month longer to have copies of the report and accompanying maps printed and prepared for distribution to the

public.

"We will not be lifting the moratorium until we can meet to ratify the results, get the report ready for distribution and have it printed," says John Bones, the environment and lands ministry's Vancouver Island office manager. "The study will be done on time, but it will probably be about the end of August before everything else is done and ready for distribution."

Bones does not expect the one-month extension of the moratorium to cause any hardship for fish-farm applicants considering potential sites within the Islands Trust region, particularly in the

Gulf Islands area. The combination of relatively high populations, conflicts with other resource users and the regulatory hurdles now in place are prompting fish farmers to seek other locations for their ventures, Bones said.

"The number of applications to this office indicates fish farmers tend to be staying away from that area," he said. "We're receiving applications in the hundreds up-island, compared to 15 to 20 here in the past year."

"Fish farmers are saying they won't go to all that trouble to tackle the hurdles — they'll just go somewhere else."

Fire quelled

Salt Spring volunteer firemen were called to a blaze along Isabella Point Road on July 19.

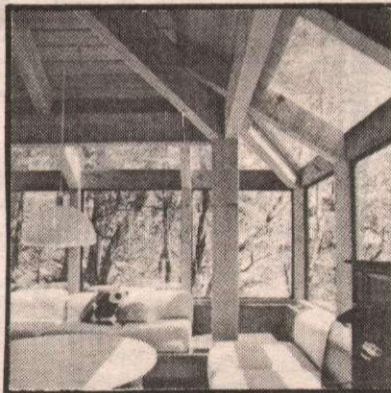
A fire department spokesman said last week that a pile of logs along the beach apparently caught fire. The alarm was received at approximately 6:10 pm July 19, and a single truck was dispatched from the Fulford fire hall. The blaze was put out relatively quickly.

It is thought that campers or hikers might have inadvertently set the log pile afire.

The fire hazard on Salt Spring continues to be high, according to the department official. As of Friday, campfires were still being permitted in provincial parks and private campgrounds, but large-scale burning is not allowed.

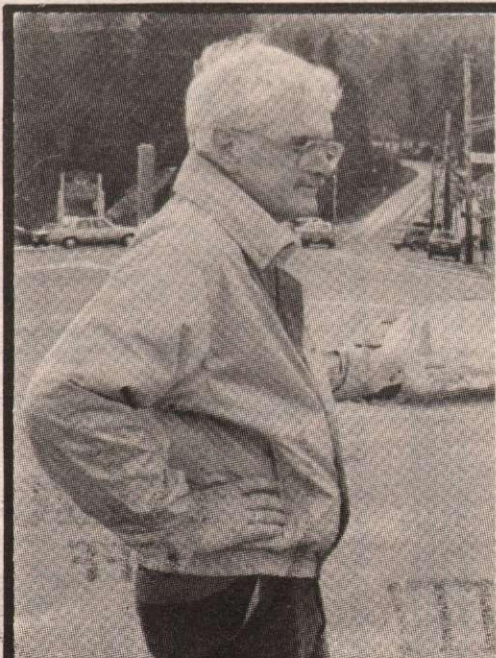
"It (the rating) is still high, but in another couple of days, it could be extreme," said the spokesman. "But it depends on a lot of things, like the amount of dew in the morning."

Campers and hikers are asked to exercise extra caution while in the woods.



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Student financial assistance and volunteer community work: an explanation

Some benefits under the new B.C. student assistance program are now linked to a student's activities during the summer — activities which may include, for some students, volunteer work in the community. Here's how it works:

1. Level of student assistance based on financial need

Student assistance — in the form of loans — is available to virtually all British Columbia students who can demonstrate financial need while attending university, college or a provincial institute. These loans must be repaid after graduation.

2. New programs reduce student loan debt

New programs now enable many students to reduce their debt from student loans. These programs work by replacing a portion of the student loan assistance with assistance from special new funds which do not need to be repaid. (Officially these programs are known as Supplemental Funds, Equalization, and Loan Remission. We will send you a pamphlet if you want to know more.)

3. Student requirements: work or study during summer

Most students in B.C. already contribute to their education by working or studying during the summer. This type of "personal contribution" is now a formal eligibility requirement for the new programs which reduce student debt. (It is not a requirement for the basic student loan — which is based solely on financial need.)

4. If you can't find work, you can volunteer

Students who look for a job, but cannot find one, can still meet their "personal contribution" requirement by finding volunteer work in their community. Student assistance officials will be flexible when interpreting this innovative requirement — particularly during this first year. Students are advised to keep a log of their volunteer activity.

Find out more!

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Take the plunge

Marnie Dammel with the logo she designed for the Salt Spring Parks and Recreation Commission's aquatics program. Dammel

is majoring in psychology at the University of Victoria, but is also taking some visual arts courses.

Mechanical problems beset vessel

A mechanical problem aboard the *Queen of Nanaimo* forced the vessel to make some unplanned route changes last week.

B.C. Ferry Corporation spokesman Betty Nicholson said Thursday that the *Queen of Nanaimo* developed a malfunction in its bow propeller on July 21 while on its morning run between Long Harbour and Tsawwassen. The vessel called in at Sturdies Bay on Galiano on the morning of July

21, but had difficulty docking. On the return morning trip, the propeller problem — combined with tide conditions — made it impossible for the vessel to dock at Sturdies Bay. It proceeded on to Village Bay on Mayne Island instead.

Another B.C. Ferry Corporation vessel travelling the Tsawwassen-Swartz Bay route picked up Sturdies Bay travellers. The *Queen of Tsawwassen*,

Mt. Erskine

Fire blamed on lightning strike

Salt Spring volunteer firemen spent Sunday afternoon extinguishing a fire on Mount Erskine.

Deputy fire chief Les Wagg said Monday the fire was located on high ground below the peak of Mount Erskine. The department learned of the fire at approximately 3:25 pm Sunday, and dispatched a tanker truck to the scene. Approximately 10 firefighters responded to the alarm.

The tanker truck was taken to the end of Toynbee Road. Four-wheel-drive vehicles were used to transport volunteers closer to the blaze. Nevertheless, firefighters still had to walk another "400 to 500 feet" to reach the site.

A four-wheel-drive vehicle was also used to transport water in containers from the tanker on Toynbee Road to the fire. It made three such trips.

Firemen were able to contain the blaze quickly, but spent four hours on the scene "mopping it up."

Wagg said only approximately

100 to 200 square feet of land were damaged by the fire. Lightning is suspected as the cause.

"It could have been worse," the deputy fire chief noted.

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This Thursday, July 30

Planning Association invites consideration of resolutions

The Salt Spring Island Planning Association has drafted four resolutions to be presented to its July 30 public meeting concerning the Islands Trust.

The meeting, set for 7:30 pm in the Gulf Islands Secondary School band room, is being held to prepare a local position on the Islands Trust, which will be presented to a legislative standing committee currently assessing the Trust.

The intent of the Planning Association's four resolutions, according to director Bob Cunliffe, "is to send a strong message of support for the Trust to the government standing committee ... and suggest ways the Trust can operate more effectively."

Cunliffe added: "The Planning Association believes that the Trust has been restricted since its inception in 1973, by having insufficient powers and resources to carry out its mandate."

The association's four resolutions are:

- that the Trust be directed to create long-term planning policies in the Trust area and be provided with sufficient jurisdictional authority to assure the implementation of these policies;
- that existing representational levels throughout the Trust area, and the structure of the Trust, be continued in their present form;
- that the Trust be provided with the necessary resources at a local level, in the form of staff and offices, to fully carry out its mandate; and
- that full support be given to Section 3 of the Islands Trust Act, which allows the Trust to accept and hold land as part of its mandate.

The resolutions will be presented to the July 30 public meeting by four speakers with experience in Trust affairs — Henry Schubart, Dave Lott, Ian Fraser and Nick Gilbert.

The meeting, to be chaired by Claire Nutting, will be asked to focus its discussion on the resolutions and indicate approval or disapproval of each by a show of hands. The Planning Association says it will "document the proceedings" for presentation to the government standing committee.

The standing committee's review of the Trust was ordered earlier this year by Municipal

Affairs Minister Rita Johnston. She asked that it carry out its task "with particular reference to the object of the Trust, government structure within the Trust area (including representation), provision of local government services within the Trust area (including land-use planning and zoning), and matters arising out of the

proclamation of Section Three of the Islands Trust Act."

Cunliffe said local presentations made to the committee are important, since "it goes without saying that what the standing committee hears will translate into government action on the Trust."

"There's a lot at stake here."

Standing committee asked to attend Ganges meeting

A provincial government standing committee studying the Islands Trust will hold one of its six scheduled public meetings on Salt Spring Island.

The meeting is set for August 15, from 11 am to 9 pm at Central Hall.

The committee opens its public meetings on August 13 in Victoria, and closes on August 24 in Vancouver. In between are sessions on Salt Spring, Bowen, Gabriola and Denman islands.

Chairman of the standing committee is Dave Mercier (SC, Burnaby-Edmonds). Other Social Credit members are Terry Huberts (Saanich-and-the-Islands), Nick Leonen (Richmond), Howard Dirks (Nelson-Creston), Cliff Michael (Shuswap-Revelstoke) and Rita Johnston (Surrey-Newton). NDP members of the committee are Dale Lovick (Nanaimo), Robin Blencoe (Victoria) and Dan Miller (Prince Rupert).

The public meetings will follow an open-house format, with the public being invited to drop in and discuss their concerns about the Trust and its policies.

Salt Spring Planning Association director Bob Cunliffe has expressed concern over that format, saying that it "is geared to the receipt of negative input — they're saying they want to hear problems residents are having with the Trust."

The Planning Association has invited all members of the standing committee, plus local MLA Mel Couvelier, to attend its public meeting set for July 30 — this Thursday — at 7:30 pm in the Gulf Islands Secondary School band room. That meeting will discuss a local position to be presented to the standing committee when it meets here on August 15.

"We feel strongly that to get a true sense of public opinion, a town hall style meeting is essential," Cunliffe said in explaining the rationale for the invitation.

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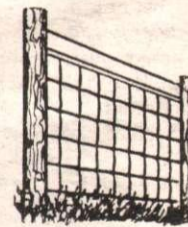
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police report

Ganges RCMP handled a variety of matters during the past week.

A spokesman for the detachment said Monday that a vehicle driven by Kathryn Mouat sustained approximately \$800 damage in a single vehicle accident Sunday night on North End Road.

The vehicle apparently left the road. Minor injuries were also reported as a result.

Police are also looking for a 10-inch Makita saw reported stolen from a garage along Old Scott Road.

The theft occurred sometime during the past two months.

In another theft, a piece of linoleum measuring four feet by 12 feet was stolen from outside a home on Southbank Road.

The incident occurred sometime between July 21 and 22. Police have no estimate on the value of the linoleum.

Police apprehended three juvenile males involved in a break-in at a camper on Grantville Road.

The offenders' names cannot be released under the Young Offenders Act. The matter, however, has "been dealt with," say police.

Ganges RCMP are asking the public for help in their investigation of an incident along Long Harbour Road.

A police spokesman said that on July 21 at approximately 12:50 pm, residents of the area heard what sounded like shots fired from a vehicle passing by on the road.

"We haven't been able to determine whether they were actually shots or just backfiring, but it appears they may have been shots," said the RCMP officer. "If anyone may have seen or heard anything, we'd appreciate receiving a call."

Anonymous telephone calls are accepted by the Ganges RCMP detachment. The detachment's number is 537-5555.

Police are looking for information concerning an act of vandalism.

Sometime on or around July 21, a water pipe leading from the Ewes Three Studio on Hereford Avenue was damaged. Anyone with information relating to this incident is asked to contact the detachment.

Police say a Sterling silver stick pin was lost in Ganges recently.

Anyone who may have found this item is asked to contact the detachment.



Scrubbing

Aquatics director Mark Dodd lends a hand at Saturday's car wash in Ganges. The car wash was organized by Salt Spring's teen leadership group. The teens, who

also supplied the manpower, raised \$75 through the event for local youth programs. The car wash was held at McColl's Shell station.

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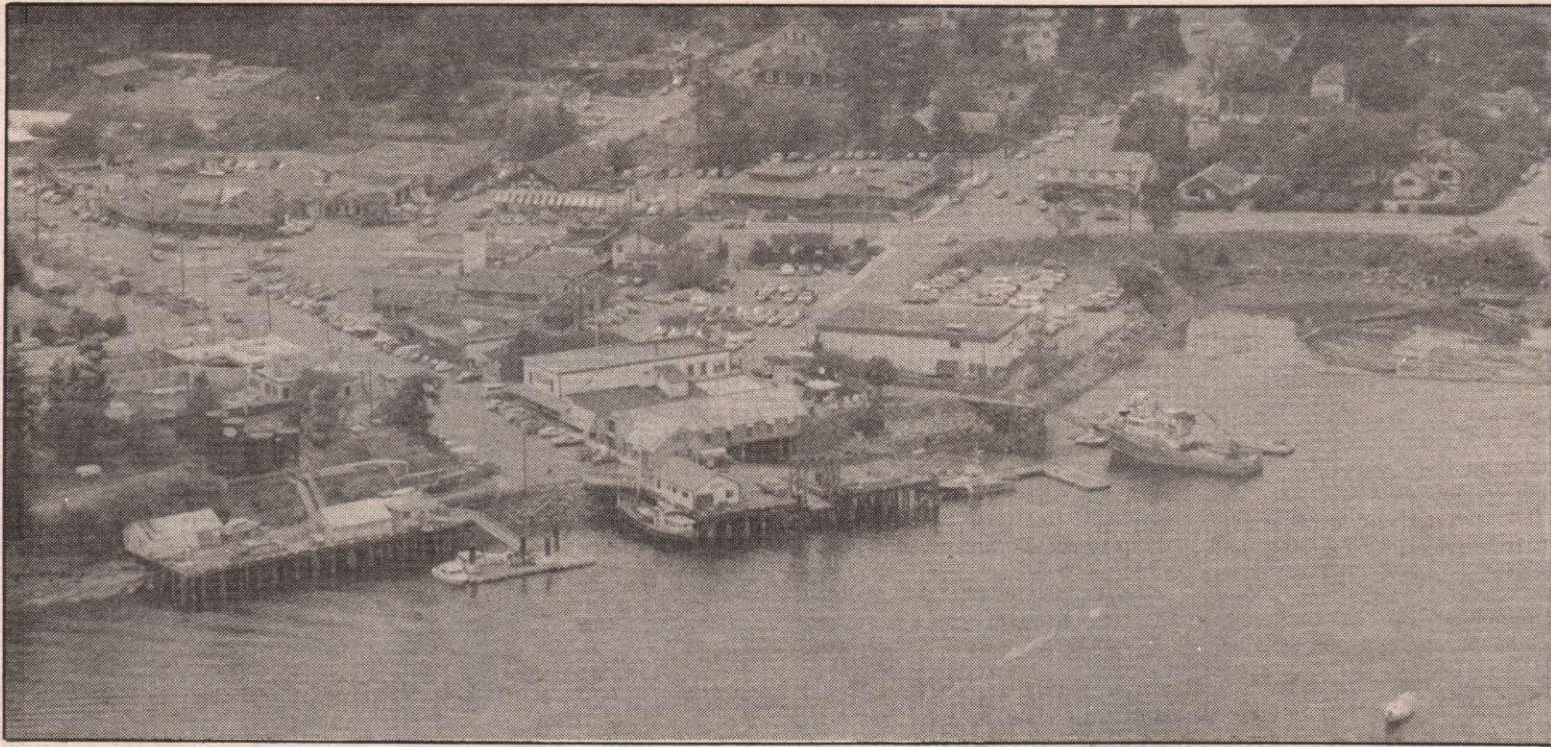
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Aerial view of downtown Ganges showing parking congestion on a Friday afternoon. An Islands Trust report has recommended that parking standards be changed to deal with a shortage of parking in the downtown area.

Report: new standards needed to solve Ganges parking woes

By MIKE TURKKI

A report on parking in Ganges has proposed new standards for the village and changes to Island Trust zoning bylaws to allow creation of joint-use parking areas.

A draft copy of the report, completed in the last month by the Islands Trust, suggests that to alleviate parking problems in Ganges — while at the same time striving to create the "compact, pedestrian-oriented centre" proposed by the Official Community Plan — a standard should be established that provides adequate parking to meet average 1986 summer conditions.

According to the report, the lack of adequate parking in downtown Ganges stems from seven main factors. It notes that the village experiences seasonal and daily peaks for parking, and that there is a low parking space turnover (a high percentage of motorists park for two hours or more). High property values in the Ganges core area, it adds, make it costly for businesses to develop parking areas there.

Ganges already has a parking deficit resulting from businesses operating before off-street parking was required. This situation, combined with the lack of a formal structure for joint provision of parking areas, has also contributed to the problem, according to the Trust report.

To deal with the Ganges parking problem, the report recommends that Salt Spring Island zoning bylaws be changed so that businesses are required to provide one parking space for every 350 square feet of floor space. Under current bylaws, most businesses are required to provide one parking space for approximately every 247 square feet of

net leasable space.

The report notes that the parking space ratio of 1/350 "may be appropriate since other small communities have standards as high as 500 square feet per vehicle." It adds that "to make the most effective use of the areas available for parking, . . . a rear lot line building setback regulation of about 25 feet (should) be established for lots in the Ganges core area. This would leave an area free of buildings which could be used for parking."

In general, according to Trust officials, the report tries to balance the need for adequate parking in Ganges with merchants' concerns about the high cost of developing parking and residents' demand for an aesthetically-pleasing village. At the same time, it attempts to streamline existing regulations.

"There is considerable disagreement as to what constitutes an appropriate parking standard for commercial development in Ganges," the report reads. "The ministry of transportation and highways has indicated that the standards for parking in Bylaw 123, the zoning bylaw for Salt Spring Island, are too liberal and they will heighten traffic problems because of increased on-street parking and conflicts between moving vehicles and vehicles entering or leaving parking spaces."

"On the other hand, local property owners assert the standards . . . are too stringent and make development uneconomic,

especially considering the public amenities they are asked to provide."

"We've got to have a happy medium," Pat Byrne, one of Salt Spring's two Trust representatives, said Thursday. "We've got to have something between paving everything and making the village ugly, and a beautiful, pedestrian oriented centre. Like a lot of things, it's an uneasy compromise."

The proposed Trust parking standards differ significantly from those established by the ministry of transportation and highways, which also claims authority over parking. Under ministry regulations, retail businesses are expected to provide one parking space for every 134 square feet of space, while grocery stores are expected to provide one space for every 161 square feet of space.

Byrne said that to date, the ministry has been willing to

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Trust report aims for 'happy parking medium'

From Page 20

accept the Trust's standards. It is hoped, he said, that if the Trust's proposed standards are reasonable — as shown by the report — the ministry will accept them.

"We haven't had a chance to discuss the report with highways yet, but we plan to," Byrne said, adding that he favours continued co-operation between the two levels of government.

In addition to recommending changes in Salt Spring zoning bylaws, the Trust report also suggests that parking problems could be alleviated in the downtown core by:

- Developing a network of local streets to help move local traffic from Lower Ganges to Fulford-

Ganges Road. (The Jackson Avenue extension is expected to help alleviate the problem.)

- Providing sidewalks and a system of development walkways making it more convenient and pleasant to park vehicles away from the downtown core.

- Encouraging people who work in Ganges to park away from their workplace. Furthermore, boaters who may be away from Ganges for a day or more could be encouraged to park away from high demand areas.

The report also notes that joint provision of parking lots and access could make more effective use of land available for parking. It is pointed out that the village needs an organization with the

power to acquire and develop community parking.

"Obviously, the establishment of a group with the power to acquire and operate parking lots would make it possible for those businesses not able to provide parking on-site to make provision for it elsewhere," states the report. "At this time, such an arrangement would have to be completely a private undertaking. In the future, an appropriately landscaped public parking lot on Seaview Avenue next to the sewage treatment plant could help to reduce the present parking deficit."

Byrne pointed out that a municipal government would have the authority to borrow money and

acquire land for a community parking lot. Businesses unable to provide the number of on-site parking stalls required under zoning regulations could then make a donation of "cash in lieu of parking" to the municipality — which in turn would use the money to pay the costs incurred in creating a community parking lot.

The Trust, however, has no authority to purchase property for parking lots. Although there is a provision that enables the Trust to accept donations of cash and land, Byrne said it is meant to be used only "in pursuit of the Trust's mandate . . . to preserve and protect."

As a result, any joint community parking lot would have to be

created as a joint private sector endeavour.

Byrne noted that some of report's suggestions are already being done in the village. Some businesses, for example, have already asked employees to park their vehicles away from the downtown core.

"There isn't a lot we can do, but there are a few things," he concluded.

The proposals contained within the report will be presented to the public before becoming Trust bylaws. Local residents will have an opportunity to voice their concerns and suggestions, Byrne said.

Islanders asked to consider plan for extension of evening sailings

Salt Spring Island residents are being asked to consider and comment on two proposed ferry schedule changes currently being discussed by the local transportation committee and the B.C. Ferry Corporation.

The proposed changes would see later weekend sailings on the Fulford Harbour-to-Swartz Bay and Vesuvius-to-Crofton routes, at the expense of early-morning trips.

David Clegg, chairman of the Salt Spring Island transportation committee, said public input is needed before the proposals can go any further. He added that while Vesuvius-to-Crofton sailings have been indefinitely interrupted, due to last week's fire at the Crofton dock, the schedule change should still be considered now, for future implementation.

The proposed changes would see cancellation of the first early-morning sailings between Fulford Harbour and Swartz Bay, and between Vesuvius and Crofton, on Saturdays and Sundays. They would be replaced by sailings added in the evenings.

Under the proposal, the first ferry would leave Fulford Harbour for Swartz Bay at 8 am, and from Swartz Bay for Fulford at 8:45 am. The first sailing would leave Vesuvius for Crofton at 8 am, and from Crofton for Vesuvius at 8:30 am.

Last sailings in the evening would leave Fulford Harbour for Swartz Bay at 9:45 pm, and from Swartz Bay for Fulford at 10:30 pm. The last sailing would leave Vesuvius for Crofton at 7 pm, and from Crofton for Vesuvius at 7:30 pm.

Clegg said the change would make it possible for local residents and visitors to spend more time on either Salt Spring or Vancouver Island on weekends. He added that it is not possible to introduce the same schedule change on Fridays, since that would mean the loss of the early-morning sailing used by commuters.

Comment on the proposal should be directed to Clegg. He can be reached by telephone (537-2871) between Wednesday and Friday, or by writing to RR #3, Quebec Drive, C-7.

The local transportation committee, in concert with committees representing residents of other southern Gulf Islands, is discussing a number of other issues with the ferry corporation. Among them are:

- A request to have the *Bowen Queen* serve Salt Spring year-round was met with the reply that the *Quinita* is used here when the *Bowen Queen* is due for re-fits, and that while the *Quinita* is basically a substitute for vessels undergoing re-fits, it is best suited to sailings between Fulford and Swartz Bay.

'We're trying to work out something to the best advantage of all concerned.'

- The committee has long sought changes to the timing of the Fulford to Swartz Bay sailing to better co-ordinate arrivals with the departure of vessels for Tsawwassen. A proposal to advance Fulford departures by 10 minutes was discussed, but Clegg said the timing change may mean Salt Spring travellers would miss connections with other sailings. The matter is still under discussion, he said, and "we're trying

to work out something to the best advantage of all concerned."

- Establishment of a single-fare system for Salt Spring travellers who travel from Fulford to Swartz Bay, then to Tsawwassen, has also been discussed. Clegg said a major roadblock is that a change would mean new tariffs, which must go to the corporation's board of directors for approval — a process that can take as long as a year.

- A ferry "triangle system" involving Mayne, Pender and Saturna islands has been proposed, to take pressure off vessels that "could be used for other things," Clegg said.

The committee is due to meet with the corporation again in the coming weeks to discuss development of the fall and winter ferry schedule.

Clegg said the local committee is working well with those representing the other southern Gulf Islands, and that he has noticed a "sense of co-operation and unity" among the groups. "We are addressing the concerns of all islands, and working with one voice," he added.

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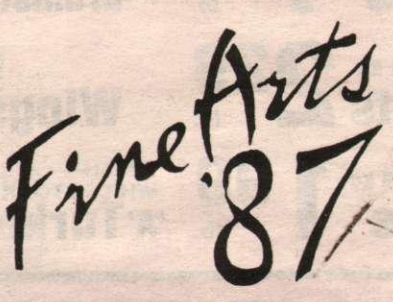
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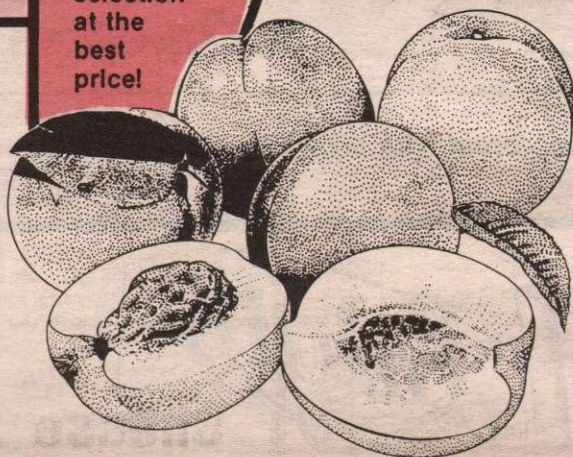
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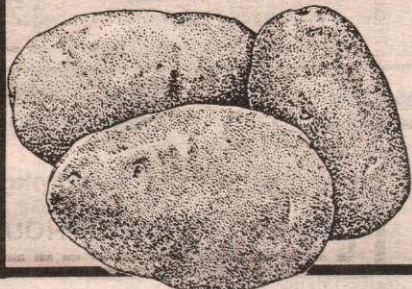
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