

# Gulf Islands Driftwood

Your Community Newspaper

THIRTIETH YEAR, NO. 15

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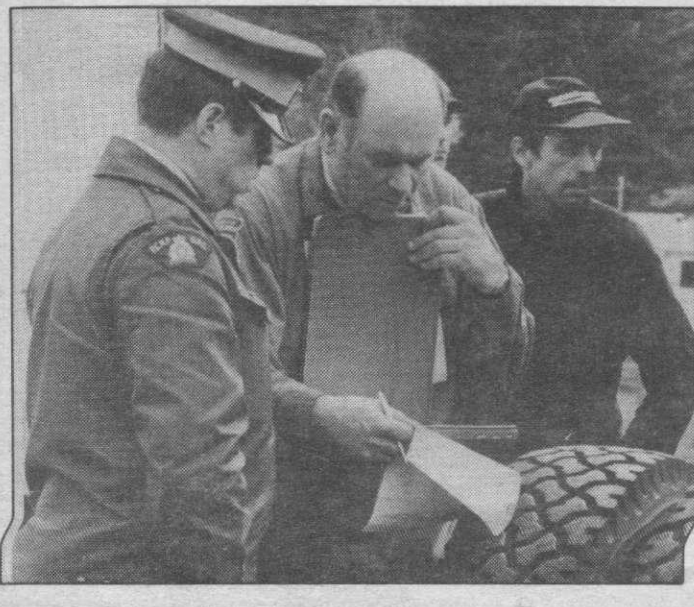
GANGES, BRITISH COLUMBIA

WEDNESDAY, APRIL 12, 1989



## Off the road

A number of Salt Spring Island vehicles were checked for defects last week as Motor Vehicle Branch inspector Don Chaplin (above) travelled to the island. At a Fulford-area inspection site (below), Chaplin and Ganges RCMP Const. Trevor Turner took a close look at the vehicles used by an off-island moving company.



## Fulford transportation woes focus of south-end meeting

Islanders attending a South Salt Spring Residents Association (SSRA) meeting recognized the problems faced by both Fulford and Isabella Point residents in pending and current transportation issues.

The meeting, which attracted close to 200 people to the Fulford Hall last Wednesday evening, echoed sentiments expressed at an April 3 meeting on transportation in Ganges, endorsed the Islands Trust's transportation policies and discussed options to the proposed terminal at Isabella Point.

Association chairman Kathy Scarfo told Driftwood the meeting passed the following resolutions: endorsement of the Islands Trust's transportation policies and those outlined in the Community Plan; denouncement of the imposition of planning decisions without proper consultation; and demand for the funding of long-term planning in conjunction with the highways and ferries.

The group also said that no matter where the ferry terminal is ultimately placed, ferries should dock at Salt Spring terminals overnight, for safety reasons.

The meeting, called to inform residents of South Salt Spring on transportation issues, gave special attention to the proposed Isabella Point terminal and the effects it would have on the southern part of this island.

Scarfo and four other transportation task force members outlined to the audience the direction being taken by the task force as it prepared for the submission it made yesterday (April 11) to the provincial committee studying regional transportation issues and proposals.

Bruce Patterson, representing the Fulford Business Association, expressed that group's concerns over the current situation in Fulford. As Patterson told Driftwood, some Fulford businesses believe any expansion of the Fulford terminal will ultimately consume the village.

"The terminal will come so far back, it will wipe us out," he said, suggesting it will expand to approximately four times its present size.

The Fulford Business Association also expressed concern over congestion in the village, and the need for an expanded highway to accommodate increased traffic flow.

Patterson said his group shares a number of concerns with those opposed to construction of a terminal at Isabella Point, but noted: "If it has to be them or us, we'd prefer it was them."

Turn to page A3



Task force members listen to remarks from audience

## Studies wanted before network changes made

Preliminary recommendations by the local task force on transportation give support to the Islands Trust mandate and request that social and environmental impact studies preclude changes to Salt Spring's transportation network.

Task force chairman Kathy Scarfo told an April 3 meeting in Ganges that the group's preliminary recommendations to a provincial committee studying transportation needs include: backing the Islands Trust's policies on transportation; commenting on proposals put forward to date; testing these changes against the needs and wants of the island; requesting no major changes to the highway or ferry systems, no increase to the level of service and no further financial commitment to courses of action that have not been discussed and approved by the Trust and the community.

The task force is also requesting social, environmental and economic impact studies on any major transportation change on the island.

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## INSIDE



### Recycle

Island's recycling tradition continues on strong footing. Page B1.

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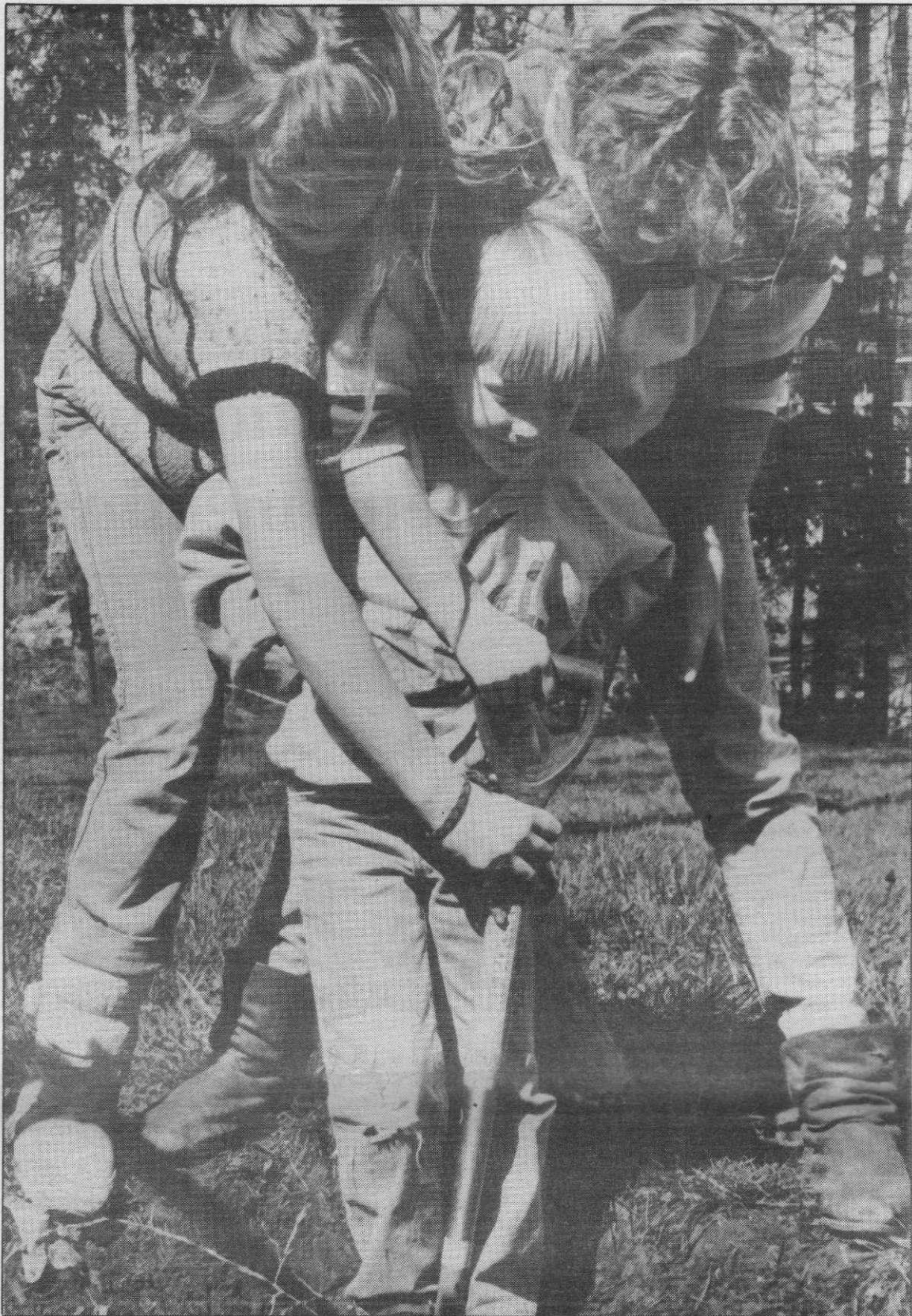
## Comments wanted on ferry issue

We'd like to know what islanders think about the provincial government's proposal to relocate the Fulford Harbour ferry terminal to a new facility constructed at Isabella Point.

On Page Five of this week's edition of *Driftwood*, we've included a simple *yes* or *no* ballot on the Isabella Point question.

We invite all readers to voice an opinion on the issue, based on the information made public to date, and to forward their ballots to this newspaper.

Next week, *Driftwood* will publish a tally of the ballots cast, along with a sampling of the comments made.



### Helping hands

Grade Seven Salt Spring Elementary School students Hamsa Polden and Tia Stevenson assist the kindergarten pupil Michael Cornwall with difficult spadework at Linear Park in Ganges. Their classes visited the park last Friday afternoon to dig holes and help plant trees along the park's border with the Gange bypass, and towards the village core.

### Range of transportation issues reviewed by Ganges audience

FROM PAGE A1

About 160 islanders attended the meeting, held to discuss transportation issues pertinent to Salt Spring. Although the B.C. Ferry Corporation's proposal to relocate the Fulford Harbour ferry terminal to Isabella Point dominated discussion, other items were addressed as well.

Many members of the audience noted a need for bicycle routes on the island. A high traffic volume, especially on Fulford-Ganges and Vesuvius Bay roads, makes present conditions dangerous for cyclists, they said. Furthermore, an emphasis on cycling would eliminate some vehicular use and help Salt Spring maintain its rural characteristics.

Another person suggested construction of designated pull-off stops, especially along Fulford-Ganges Road, where slower ferry traffic often leads to congestion during the summer months.

The de-emphasis of vehicle use on the island was addressed several times, and not only in conjunction with bicycle routes. One person said ferry travel for islanders is currently too cheap: "Most of us would be willing to pay more," he said. If vehicle fares were increased, some said, people would be encouraged to travel here on foot, in car pools, or via bicycle.

Others noted that improved bus service at Swartz Bay and on Salt Spring would have to accompany this move.

These and other considerations were to be considered by the task force as it prepared for its presentation to the transportation committee yesterday (April 11).

### New constable posted to Ganges

The Ganges RCMP detachment has welcomed a new member to the force.

Const. Patrick Wilkinsin, who has come to Ganges via Regina, took up the position last week.

The 32-year-old has worked as a special constable for 10 years in Vancouver, and says he looks for-

ward to his work on Salt Spring. Wilkinsin is married and has two children.

The new constable replaces former Ganges RCMP Const. Stephane Caron, who left earlier this year to work for the RCMP Highway Patrol in New Brunswick.

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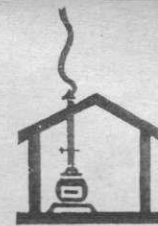
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**to be frank**

by richards



**Wool and the weary bones**

A few years ago Women's Lib was suffering from cancer and arthritis. (Incidentally, the latter was the more painful of the two ailments.)

Because we were eager to find any palliative, I acquired a woolen underlay for the bed. The article was supposed to provide ease-ment for pain. Neither of us was really expectant and neither of us was surprised.

The blanket had no effect and afforded no recognizable relief.

I'm not knocking that or any product of a similar nature. I only know that it didn't work for us. I wouldn't have thought about it but for the fact that the other day I realized it remains part of the bedding in my room and I don't really know why.

**Depression**

The depression lifted last week when the sun arrived. After some five months of misery it was a welcome visitor. I had already speculated on orange and yellow lighting to kid myself and visitors that the sun was somewhere in reach.

For the first few days the new sun was windy and quite cool, but the brightness compensated for its lack of fervour.

Nodoby out of water yet?

**Once an island artist**

I had a call on Sunday from Josie Utley in Seattle to tell me that Windsor died on Saturday after a long and painful encounter with cancer.

For many years the Utleys were part and parcel of the island scene. Notable and very successful painter, Windsor was almost equally devoted to music and he and Josie were a vital part of the Salt Spring Island community.

The family will remain famous in the islands for the unique home they built at Beddis. Windsor's Castle was designed and largely engineered by the painter and it remains a tribute to the stonemasons who raised it.

Windsor brought Josie and their son, Claude, to the island to build that house and to set up a studio in Ganges. They subsequently looked south to their native land and went to live in California. Several years ago they left California and moved back to the Seattle area, where Windsor continued his work and they operated a gallery.

In recent months Windsor had not been able to pursue his interests, but he accomplished two successes. In December his mural was accepted by the University of Washington for its Neaney Hall, where the 18-foot painting is to be seen. Although weakening, Windsor spoke off the cuff to the gathering in the hall at its unveiling. It was one of his last public appearances.

His second satisfaction was the acquisition by the Seattle Art Gallery of a number of Windsor's paintings for permanent exhibition.

A regular visitor to the island he once called home, Windsor enjoys a wide acquaintance here and will be warmly missed. He leaves paintings everywhere and the cheerful memory of his constant humour. His sense of humour never deserted him, says Josie, right to the end.

It's hard to realize that he will never again remove his beret with a flourish to make a sweeping bow to me as he greets me, "Hail! Edi-tor!"

**Balanced diet**

I was dying: I think. A quick trip to the drugstore brought me the relief that would allow a few more days of health and prosperity under two headings.

Each prescribed package warned me of the dire consequences of taking the preparation. The first noted various minor hazards, including the caution, "May cause diarrhea."

The second phial also warned of things that might happen. "May cause constipation!"

And we lived happily ever after!

**For the birds!**

Every year there are islanders agog all spring waiting for the arrival of the early birds. I can afford to show indifference, mainly on account of I don't know one from another. One year Women's Lib registered to do the annual bird count and then realized that I was telling the truth when I said they all looked the same to me.

There were lots of calls when the swallows and the hummingbirds showed up a couple of weeks back, but many of those who called to report their arrival expressed disappointment that a report was already out. I did make a note that Peter Poyntz was among the readers identifying the season's first hummingbirds. And despite the speed of the hummingbird's wings, it took the first hummingbird two days to get from Bill Toulmin's mountain eyrie to Walker Hook. It could have been the same bird that showed up on Thursday morning, March 23, in Nell Bushby's garden at Fulford.

Come to think about it, hummingbirds could have been flying backwards!

**South-end concerns explored**

FROM PAGE A1

He added, "It seems someone is going to lose whichever way it goes. We are certainly willing to look at alternatives."

The group wants to see the Long Harbour terminal maintained -- even if it is limited to an inter-Gulf Islands service. Patter-son stressed the potentially impor-tant role the Vesuvius terminal could play if the Isabella Point proposal becomes a reality (many north end islanders may chose to access Vancouver Island via Vesuvius rather than drive to Isabella Point), and said he hopes the ferry corporation considers this point.

On behalf of the Isabella Point Protection Association, chairman Harry Leader expressed his group's concerns over the proposed new terminal. Among the association's concerns are engineering problems inherent in the proposed site (the area is vul-nerable to storms and low tides), its popularity with sports fisher-men and divers, use by salmon and trout as a feeding area, and its aesthetic beauty.

The association believes a "sensible and practical alternative would be to enlarge the Fulford terminal," which can accom-modate a larger ferry than is cur-rently used. The group proposes expansion of the present parking lot, to the north and south, by barging in material. Other details of the association's proposal to the provincial transportation commit-tee (which is accompanied by a detailed drawing and overlay) in-clude provision for a breakwater and pay-parking area.

"This way we satisfy Salt Spring Islanders, and save costs for the ferry corporation," Leader said, noting the hefty price tag at-tached to construction of a new terminal and highway. "We get the best of both worlds."

Scarfo said the SSRA recog-nized both groups have concerns.



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## Broken pledges should never be too surprising

It is odd to hear the howls of protest that have greeted federal Finance Minister Michael Wilson's recent statements that his government is reconsidering its willingness to spend an estimated \$18 billion promised to voters just prior to and during the recent national election campaign.

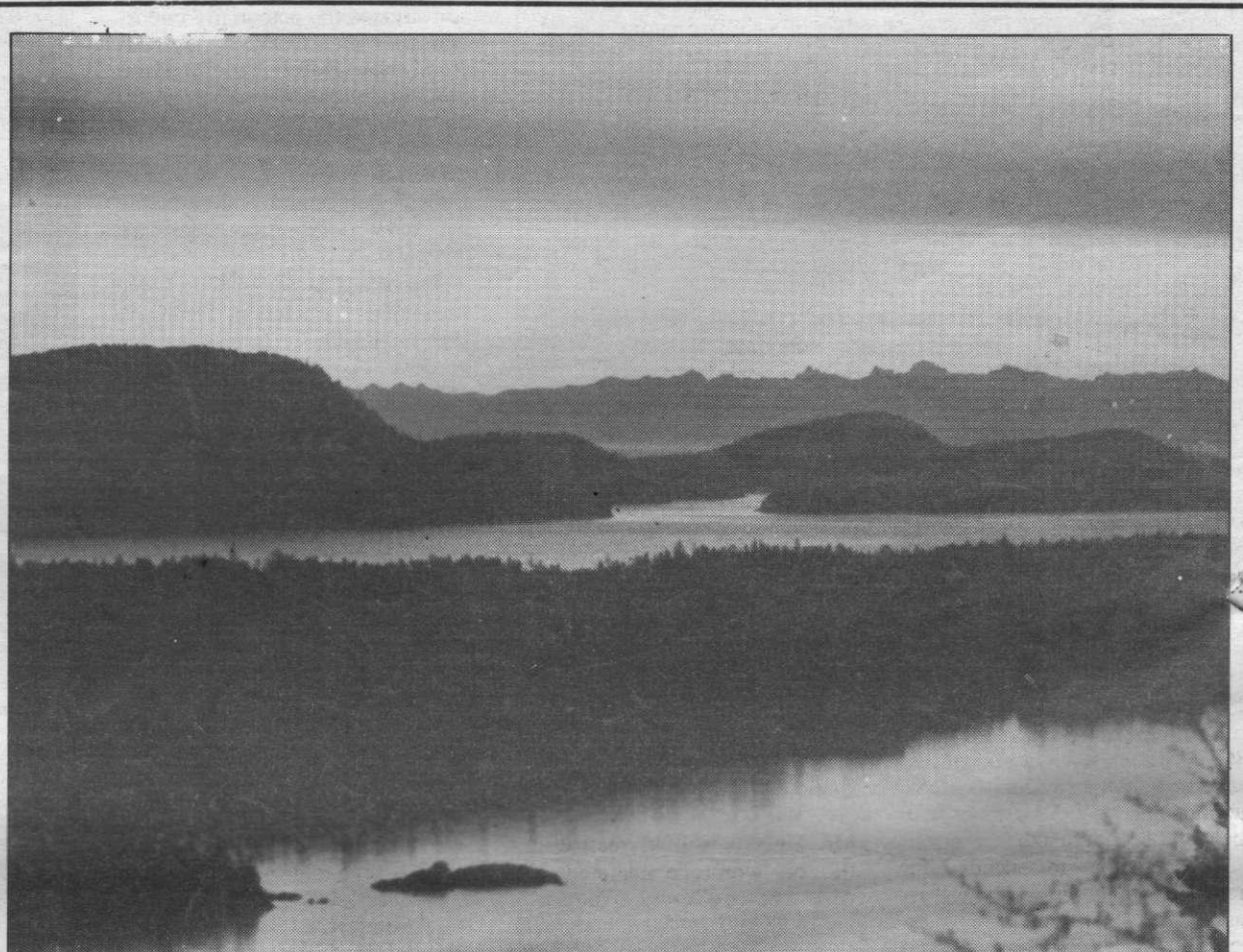
Odd, because the electorate must know by now that campaign promises, like sports records, are made only to be broken.

One glance at the junk-heap of Canadian politics, with its scattered hulks of promises quickly uttered and promptly forgotten (hello there, wage and price controls), should be enough to remind voters that the talk of politicians is all too cheap and is swallowed only at great peril.

Voters who fail to proceed on that assumption, who believe that a campaign promise once made is akin to a sacred trust, are doomed to the disappointment reserved for naive minds.

The point is not that our government leaders should be let off the hook for failing to deliver on promises made in good faith -- and in earnest solicitation of our votes -- but that we, the electorate, are fooling ourselves if we expect those pledges to be honoured in the first place.

We are fooling ourselves because we know that to demand the bargain be kept is to sanction being bought off.



Coast mountains frame sunrise over Active Pass, as seen from Mt. Belcher on Salt Spring

In theory, governments are not elected to supply us with goodies, but to provide leadership through the changing conditions of the years that lie ahead. We expect them to respond to those changes for the betterment of the country as a whole, as when Mr. Wilson backs away from Tory spending promises because the size of the growing federal deficit casts an extravagant light on those pledges.

The answer, in some minds, is to install a mechanism to hold politicians accountable for

promises made on the hustings. But while wrinkles like a recall system look fine on paper and would certainly give pledge-breakers cause to pause, the fault is that they assume conditions affecting the pork barrel will remain constant for the length of the politician's service -- which is hardly likely.

A better solution is education of the electorate. Don't be bought off with pie-in-the-sky promises, and don't believe anything you're told. Then you'll have no cause for disappointment or outrage.

## One step taken forward makes for two steps back

Last week, I took another step in the long, slow journey we must make if we hope to progress from relatively new Salt Spring resident to bona fide islander. As with most things on this rock, however, taking one step forward meant moving two steps back.


Last week's progressive step involved adding a second vehicle to the family fleet. This wasn't just any machine, though: it's one of those nondescript cars of another era, classified locally under the affectionate and generic title of island beater.

This car reeks with the aroma of Salt Spring myth. It has an old car smell that conjures up images of the vegetables and dogs that have doubtless ridden in the back seat, and of illegal substances that might have been consumed in the front. There is a hint of rainy-day

**my word**

---

**by duncan macdonnell**



weather wafting from the dashboard, and the lingering scent of muddy boots on the floorboards.

Best of all, it looks the part. The 1960s body is pitted by stones from a few too many gravel roads, and has a few obligatory traces of rust dotting the side panels. The two or three slight dents to body and chrome only add to its character.

And it feels the part. Wide and low-slung, the car was made for quieter days on slower roads. It

does not hurry from one point to another, but wanders to here and to there as if sniffing out dimly-remembered journeys of days past.

It must be handled with care, however, but that only makes the vehicle seem more right for here. Slow driving speeds, checking for oil leaks, a toolbox in the trunk -- everything is reduced to the here and now, as it should be.

But while the transition has been smoothly effected and com-

fortably accepted in these quarters, a price has been paid elsewhere.

The first backwards step is in public profile; being behind a different steering wheel causes no end of confusion for fellow islanders who have become accustomed to seeing me in a blue pickup truck. They no longer know when, or if, a wave is in order.

This motorized form of schizophrenia will pass once fellow drivers learn to spot me in either of the two subject vehicles. What will take longer to overcome, however, is the second backwards step: my yard.

Moving my beater out of storage beside the compost pile has left a space crying to be filled on the lawn, and set back my feverish attempts to turn the

acreage into a microcosm of Salt Spring. True, the other rusting auto is still under the maple tree, the piles of lumber and assorted odds and ends are still there in perfectly-ordered confusion, and the space reserved for the yard boat still waits to be filled, but the whole has been cast into imbalance.

Which is why part of me enjoys not placing too much faith in the lifespan of the new beater. Something tells me its fate may be to be slotted under a pole arrangement erected in the far corner, to let me hoist its engine. Or maybe a deep pit will have to be dug for undercarriage work. Perhaps a shantytown garage would look better.

The possibilities, like Salt Spring, are bounded only by the imagination.



**capital comment**

by **hubert beyer**



**VICTORIA** -- Nothing, absolutely nothing is of greater importance to the future of British Columbia than the proper management of our forest resource, a concept alien to government and industry.

Forget the "Forests Forever" commercials; disregard the slick supplements the forest industry has been distributing via newspapers; ignore the ever-growing number of "newsletters" produced by individual forest companies in support of their claims to be responsible managers of the public resource. Unless things change, and change fast, the future for our forests does not bode well.

Since Tom Neighbor, group vice-president of coast wood products for the New Zealand-based forestry giant, Fletcher Challenge, said recently that my knowledge of the forest industry is "cruelly limited," consisting of "unique opinions and harangues," I bow to his judgment and let some other critics do the talking, at least in this particular column.

The critics in this case are a former forest minister, Bob Williams, and a number of professionals. The butt of their criticism is a forest company doing business in this province under the name Doman Industries.

Williams, minister of lands, forests and water resources in the short-lived NDP government of the early 1970s, recently made his case against Doman in the legislature. His carefully-documented evidence of mismanagement of the forest resource entrusted to Doman came on two successive Wednesdays.

**Failure to restock lands**

Doman responded to Williams' first speech with a lawsuit, an interesting concept considering that everything the MLAs say in the House is privileged and not actionable.

The second speech was not met with the same response, and anyway, truth and proof being the first defence against libel suits, I shall confine my remarks to quotes from Williams' speech in the House and to actual documents from which he read, copies of which I have.

The main thrust of Williams' second speech dealt with Doman's failure to adequately restock the land it had logged. His ammunition came from several letters and memos written back in 1984 and 1987.

"I have co-ordinated the planting program in this District since my arrival here in 1981. The performance of Doman Industries during my three years here has been nothing short of pathetic," Williams quoted from a letter written by George Burns, then in charge of silviculture for the mid-coast forest district.

In the spring of 1982, Burns said in his letter to his superior, Doman ordered 548,000 seedlings to be planted on its licences in Milton River and Kimsquit River, but had room for only 70,000 seedlings in their Milton River operations.

In the fall of 1982, Burns goes on, Doman planted 60,000 seedlings in Kimsquit, but only after considerable pressure by Forest Service staff. However, Burns says, the planting took place mainly in areas where Doman had "committed an atrocious trespass."

The story was similar in 1983, according to Burns. Doman had ordered 349,000 seedlings for both Milton and Kimsquit, but had room for only 51,000 seedlings in Milton River. The ultimate result will be stock shortages brought by Doman's "poor planning, lack of commitment and negligence," Burns says.

**Concern over unilateral decision**

"I believe that we cannot afford to stand idly by and watch the Kimsquit become another silviculture slum like the Dean," Burns told his superior.

Another memo, quoted by Williams, was written in May, 1987, by M.L. Beets, head habitat protection biologist for the Cariboo and Southern Interior, to then District Manager Rai Thomas in Hagensborg.

In his letter, Beets expressed his concern over the forest ministry's unilateral decision to approve Doman's application for an increase in its allowable cut in its Kimsquit operations from 140,000 cubic metres to 200,000 cubic metres. Even the original 140,000 cubic metres, he says, was excessive for the watershed, particularly in view of Doman's actual logging practices.

"We strongly suspect that Doman is not addressing upper elevation wood (meaning Doman was probably high-grading). As a result, it seems doubtful that a 20-year supply of wood is present in the Kimsquit," Beets says.

While approval of such applications without consultation was nothing new, Beets says, in the case of the Kimsquit, "this action is most reprehensible."

Just two letters, but their contest speaks for itself. Doman is just one of the companies that are supposed to look after a heritage that belongs to us, not them.

If nothing else, these two letters provide a kind of balance to the brazen propaganda the forest industry keeps churning out. Yes, forests can, indeed, be forever, but not if we continue to rape them rather than nurture them.

# Trust Act changes could have a profound impact on islands

*Editor's note: The following is the first in a series of three articles examining the relationship between the Islands Trust and the provincial ministry of municipal affairs.*

By **NICK GILBERT**

It is now two years since the Honourable Rita Johnston, minister of municipal affairs, recreation and culture, announced a review of the Islands Trust and local governance for the Trust islands.

The minister is now consulting with her colleagues on proposed Islands Trust Act amendments, and it is hoped the legislature will deal with them during this session. These changes may have profound implications for the Trust as it struggles into an uncertain future.

As yet we don't know what these changes might be. In August, 1988, the minister gave the Trust "assurance that the Islands Trust will remain a viable and valued organization in the years to come." She noted, too, that there was no intent to make major local government structural changes, such as the regional district proposal that came from the select standing cabinet committee that carried out its 1987 review.

She did ask ministry staff to prepare "specific policy documents on items ranging from clarifying the object of the Trust and its application, the role of the Trust Fund and operational arrangements; procedural matters with respect to the role of the General Trustees, the Council and local Trust Committees; the role of the Trust in establishing local funding levels for Trust programs, autonomy in staffing and operations, means for determining and implementing overall planning strategies, to the relationship of the Trust and its responsibilities to possible municipal incorporations within the Trust area."

The legislature is now in its

**guest column**

spring sitting, and I am hoping that good legislation will be introduced, debated and enacted this year.

There is an urgency that acceptable amendments proceed without undue delay, for several reasons. At the start of the review process, the Trust was critically short of staff. The crisis has deepened with escalating workloads, to the point that we can no longer expect staff to keep up with routine applications, let alone long-term planning.

At a time of major resource conflicts (logging, mining, water supply) this situation has become terribly frustrating and demoralizing for staff members, trustees, and the public. The Trust cannot fulfil its mandate under these circumstances.

To add to these frustrations, other ministries continue to impose their mandates, policies and plans on the Trust area, often without consulting the Trust or the affected public. The most recent example is the transportation and highways minister's announced intention to create a new terminal on Salt Spring. The ministry of transportation and highways will also examine a major new highway to connect to this terminal; and again review a bridge-highway-terminal link to cross Gabriola Island and connect it to Vancouver Island.

To sum up, the Trust does not have control of its limited budget, its depleted staff, or the activities of other ministries within its boundaries. An angry public is demanding to know how these issues will be resolved.

*Nick Gilbert is chairman of the Trust and one of Salt Spring's two Islands Trustees.*

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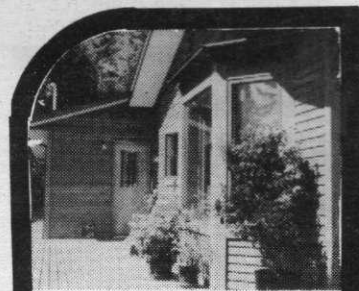
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# Latest Isabella Point proposal continues 30-year discussion

By FRANK RICHARDS

The history of the drive for a ferry terminal at Isabella Point is the story of provincial ferry services among the islands. It brings back memories.

Nearly 30 years ago the still-struggling Gulf Islands Ferry Company was building a small fleet of vessels to serve Salt Spring and the Outer Gulf Islands. It is twice that time -- 60 years ago -- since the islands ferry company came into being to introduce the *Cy Peck* into a regular service between Fulford and Swartz Bay.

The key figure behind the *Cy Peck* service had been Sam Matson, publisher of the *Victoria Daily Colonist*. It was he who set Capt. George Maude so firmly on the bridge of that little ship that not even a provincial takeover would dislodge him. Long after Matson had sold out his small transportation company to a group

of Salt Spring Island entrepreneurs, George Maude was in command of the growing fleet of islands ferries.

When the provincial government introduced plans in the late 1950s for a government ferry system, there was an immediate campaign launched to have the same provincial system assume the islands services.

There were two island ferry companies. The Gulf Islands Ferry Company was based on Salt Spring Island and reflected the driving force of the late Gavin Mouat, who had headed the company after its acquisition from the Matson interests. Also operating in the islands, and maintaining a service between Sidney and the mainland, was the Gulf Islands Navigation Company, headed up by the late Sparkie New of Galiano.

The two companies were not in

accord over their thinking when it came to a provincial takeover. The Ganges-based company was warmly in favour of selling out to the government. The voice of the Galiano ship-owner was raised in protest at any government support for a ferry service, and heatedly opposed absorption into the government system.

Early in the 1960s the islands ferries were absorbed and travellers were confident that a new era was dawning for islands transportation. And they were right.

In the latter years of private ferry company services among the islands, there had been intense rivalry between island communities, particularly between the Pender Islands and Salt Spring Island. Bone of contention was the veteran coast ferry vessel, *Pender Queen*. Largest and fastest island ship, she was engaged most of the time in the Fulford-Swartz Bay service. This left the Outer Islands to the *Cy Peck*, with its limited accommodation and unspectacular performance.

The 1960s brought many changes in islands services. The *Queen of the Islands* was built for the run between Long Harbour and the Outer Gulf Islands and Tsawwassen. Within years she was outmoded and replaced with a full-size vessel.

The *Bowen Queen* and the *Mayne Queen* made their appearance and the service maintained was consistently improved in terms of frequency of service and capacity.

Ports were constructed on various islands and the traditional ports of call fell into disuse. Otter Bay came into being on North Pender as Port Washington lost its ferry and Hope Bay ferry traffic was a memory. Miners Bay lost out to Village Bay on Mayne.

Nearly 30 years ago a new move was made on Salt Spring Island, when a number of eager travellers joined forces with the Island Chamber of Commerce to press for the elimination of Fulford as the southern Salt Spring terminal in favour of a new entry port at Isabella Point. The advantages cited were the benefit from a shorter sailing time and the resultant increase in daily trips.

Critics were mostly concerned with the effect such a change might have on the commercial community of Fulford. This opposition was not simply a commercial panic. Many travellers were fearful of losing the Fulford terminal, for the loss of its amenities, coffee shop, general store, gas station and other services.

The proposal was debated at length, but it was not a prominent island politician who spiked the Isabella Point guns. For as long as he was premier of British Columbia, the Fulford terminal would remain, announced W.A.C. Bennett.

It did.

The current re-opening of the Isabella Point debate was not initiated on the island, but by the British Columbia Ferry Corporation in search of an answer to the increase of Fulford traffic. The resultant debate has taken up where the original left off some 30 years ago.

## Minutes of meeting suggest year of study

The minutes from a February 8 meeting between the B.C. Ferry Corporation and a group of Salt Spring Islanders suggest the Isabella Point terminal proposal should be in its feasibility study stage for at least the next year.

The minutes were provided to *Driftwood* by Bob Andrew of the local transportation task force, who taped all of the discussions at the invitation-only meeting.

"We would like feedback concerning Isabella Point," Rod Morrison, general manager of the B.C. Ferry Corporation, said at that time. "We do not have a lot of detailed information -- the project is simply in the conceptual stage."

Later in the same meeting, Morrison stressed that Isabella Point is "just an idea" in the early stages of formation. The corporation's assistant general manager, Ellis Haight, said the study would take at least one year to complete.

Re-examination of the minutes from that meeting have taken place in the wake of Transportation Minister Neil Vant's announcement last week that approval had been given to the Isabella Point project. Vant, who later retracted that statement (*see story, Page A8*), also said consultation on the issue had taken place between the corporation and members of the Salt Spring community.

At the meeting referred to by Vant, which was attended by members of the Salt Spring Island Transportation Committee and various community representatives, Island Trustee John Stepaniuk urged the corporation to enter into dialogue with the Community Planning Association, and to provide information on the corporation's general plans to give islanders the opportunity to make an "intelligent and well-informed approach."

He added: "Sincere exchange and dialogue has to be established."

Morrison responded by noting the government's plan to seek input into transportation issues, by dividing the province into regions and soliciting local opinions, through the "Delcan process."

"I can assure," Morrison said, "that the B.C. Ferry Corporation . . . will provide the Delcan process and regional communities with any specific information."

Bill Long, chairman of the B.C. Ferry Corporation board, said the group could best work with the corporation through the Delcan commission.

In summarizing the meeting, local business representative Tom Toynbee noted that as far as the Isabella Point terminal is concerned, the ferry corporation wanted to undertake a feasibility study to compare what it could expect to have to pay in Fulford or Isabella Point. "It seems to me that you have to go ahead with that study," he said.

He added: "In the meantime, the community is going to be reacting or responding to the Delcan study and so . . . to undertake a study at this time, would not necessarily cause a problem there."

Toynbee then noted that the proposal involved other implications, such as a new terminal's effect on roads, schools and local payrolls.

"These things still have to be dealt with," he said. "What I hear you say unequivocally at this time is: no change on Route 9, this whole question comes at a later date."

Morrison nodded in the affirmative, according to the minutes.

Toynbee said, "I can't see how we can talk about this in any intelligent way until number one, you've proven your case out financially, and number two, we've done the work on our response to the Delcan study."

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# Minister, NDP critic debate Isabella Point issue

*Editor's note: On Tuesday, April 4, MLA Dale Lovick (NDP - Nanaimo) rose in the provincial legislature to comment on the Isabella Point ferry terminal issue, in his capacity as his party's transportation critic. The following is the text of the ensuing debate, excerpted from Hansard.*

**MR. LOVICK:** My question is to the Minister of Transportation and Highways. It concerns the relocation of the ferry terminal on Salt Spring Island to Isabella Point. On Saturday, the minister said the decision had pretty well been made. Two days later the same minister gave assurances to his colleague, the minister of state for Vancouver Island (Hon. Terry Huberts), that the decision has not been made. Which of those two statements is the true one?

\*\*\*

**HON. MR. VANT:** I'm going to get right to the point -- to Isabella Point. First of all, the B.C. Ferry corporation, in its wisdom, does get into long-term planning. Currently, Fulford Harbour is very limited in its capacity both on the marine side and on the land side. I want to emphasize that the proposed ferry terminal at Isabella Point is just that -- proposed. As far as the B.C. Ferry Corporation is concerned, at this time it is the most likely alternative. That is exactly why I made the statement that I did.

For sure, the Ferry Corporation has engaged in a consultative process. Indeed, early in February both the board chairman and the general manager of the B.C. Ferry Corporation held meetings on Salt Spring Island. There were a number of people at those meetings concerning Isabella Point, including, of course, Nick Gilbert, chairman of the Islands Trust. Quite frankly, I'm shocked that he's making statements that he has not been fully informed. He and many other people were informed at that time. At the time of that meeting there seemed to be a consensus of widespread support for the proposed Isabella Point project.

I can assure the member that there will be ongoing consultation under the Minister of State for Vancouver Island-Coast and North Coast, (Port Alberni) Mayor Gillian Trumper and the regional transportation committee, and further meetings and consulting about this transportation initiative. The final decision has not been made; it is just proposed at this time.

\*\*\*

**MR. LOVICK:** I'm wondering what the minister's definition of consulting is. Is it not the case, Mr. Minister, that when you met with the Islands Trust representatives, they went back to prepare a brief for presentation to your transportation subcommittee offering their input, and your announcement made the decision in advance of receiving the brief? Is that not true?

\*\*\*

**HON. MR. VANT:** The hon. member opposite doesn't seem to fully embrace our sincerity in having a consultative process. At this time I just want to inform you that quite some time ago my min-

## Process, consultation questions aired in B.C. Legislature

istry was approached very properly by the B.C. Ferry Corporation. Whichever site is picked on Salt Spring Island, it's going to be a very sensitive one. We've had to look at both the social and environmental impacts, and at this time we have only studied aerial photographs and maps regarding any proposed ferry terminal site. I'm emphasizing to the member that it's at a very preliminary state

and there's lots of time for ongoing, proper consultation.

**MR. LOVICK:** That's not very comforting, sadly, because how then can the minister -- I'll repeat my question; I think it's in order -- say that the decision has, as I quote him, "pretty well been made"? He is now saying something quite different. Which of those statements does he want to stand by?

**HON. MR. VANT:** At this time no final decision has been made. The most likely probability that's been identified is Isabella Point -- that's it.

\*\*\*

**MR. LOVICK:** A question, if I might, for the Minister of State for Vancouver Island. You have stated, Mr. Minister, that the announcement about Isabella Point was a surprise.

Yet, Mr. Minister, it was you who established the transportation subcommittee whose mandate is to examine transportation issues for that area and to talk about long-term planning for that area. The question is: why were you surprised, Mr. Minister? Were you, in fact, not consulted?

\*\*\*

**HON. MR. HUBERTS:** Everything is going according to plan as far as the minister of state and the task force is concerned.

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**Gift given**

On behalf of the Salt Spring Community Centre, director Barbara Jordan-Knox (left) last week accepted gift of computers from the Gulf Islands Women's Place Society. The computers, used in a job development program sponsored by the federal government, were donated to the Community Society to fulfill the terms of Women's Place program grant. Jordan-Knox said she was thrilled by the donation, which included three terminals and a printer.

**Drivers urged to watch over their animals**

Local RCMP intend to crack down on drivers showing a lack of consideration for their dogs.

Ganges RCMP Sergeant Larry Wendel said the detachment has received numerous complaints about drivers who have apparently not secured their dogs to their vehicles. Dogs have been seen riding atop full loads or on the hood of pick-up trucks.

Under section 66 of the Motor Vehicle Act, it is illegal to "transport a living animal on the running board, hood, fender or other exterior part of a motor vehicle unless a suitable cage, carrier or guard rail is provided and is attached adequately to protect that animal from falling or being thrown from the vehicle."

"We're asking people be more considerate of their animals," Wendel said, noting that offenders will be prosecuted.

Local RCMP have charged an off-islander with impaired driving, after stopping a vehicle on Vesuvius Bay Road last Saturday.

The vehicle was first stopped in the Duncan area and another driver charged with impaired driving. When authorities noted the vehicle had disappeared, Ganges RCMP were notified.

The second driver was taken to the local detachment at approximately 4 pm, where he submitted to a breathalyzer test and was subsequently charged.

Two vehicles sustained a total of \$2,000 in damages when they collided at the intersection of Blain and Kings roads on March 7.



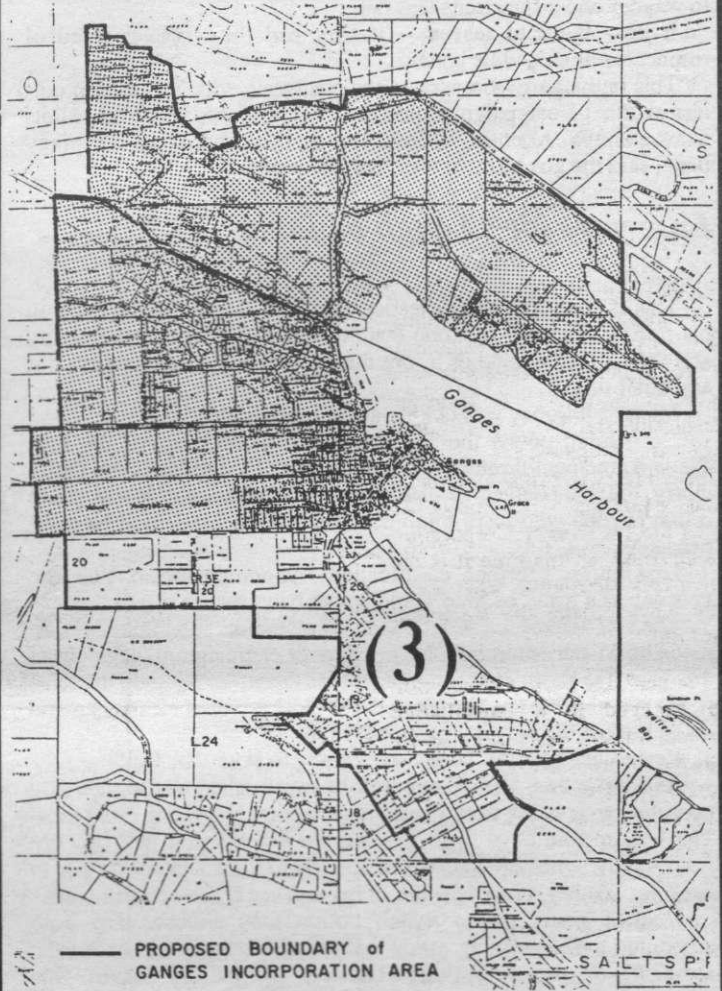
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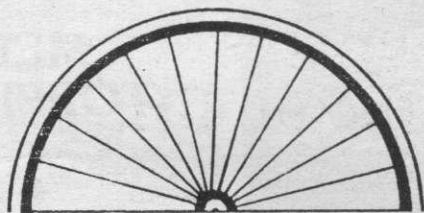
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I imagine every Canadian citizen has opinions about politicians, but what about the other way around? What do politicians think of us?

Not much, I reckon.

How much respect was Prime Minister Trudeau showing at the end of his reign when he cynically tossed out corporate directorships and Senate hammocks to a rats nest of Liberal bagmen, hacks and hangers-on, just before he slipped out the stage door?

How much respect does Ed Broadbent show for the intelligence of the average Canadian citizen when he insists that, if elected, the NDP would not be in any way beholden to the unions?

And then there's the Progressive Conservatives. The Tories must think Canadian citizens are just about the dumbest yokels ever to wander under the circus tent flap.

It just stands to reason -- if they had the slightest shred of respect for us they'd lie better.

This is the party that wooed the electorate with \$16 billion dollars worth of campaign promises. Four months after the ballots were counted, Michael Wilson, the man in charge of the piggy bank, said the government was "reconsidering."

**Lose your job? Tough bananas**

This is the party whose leader, in 1984, assured the country in his rolling sonorous baritone that "it affects Canadian sovereignty and we will have none of it, not during leadership campaigns or at any other time."

Mister Mulroney was talking about Free Trade.

On gaining power the Tories did a 180 and rammed the Free Trade Agreement through, without benefit of a national vote. Don't worry, the PM soothed the nation, a special commission will see to it that anyone who loses a job because of Free Trade will be compensated.

Last month, a further "clarification": no compensation. You lose your job as a result of Free Trade, tough bananas.

Then of course there was that other famous election promise made by Mister Mulroney. He got a lot of campaign mileage out of the issue. He hammered the Liberals for the way they'd mishandled it. He promised that when elected, the Tories would clean it up and make it work the way it was supposed to.

Remember how the Tories were going to save VIA Rail?

As I write this, VIA, that poor old swaybacked Clydesdale of a corporation, is being trotted out to the auction block one more time. The bottom-line boys from Bytown are considering just two options, really: whether to send Via directly to the knackers yard or to hack yet another rump roast out of her and see if she can still walk.

Doesn't really matter which option they choose, they both amount to the same thing. I ride that old girl to work and back each week. VIA's already got three bad legs and the dry heaves. One solid budget cut and she won't get up again.

**Putting passenger trains to sleep**

Progressive Conservatives. Curious name for a curious group. Pierre Berton once said the name seems to mean "go forward, backwards." That fits the part's position on passenger rail service alright. While the U.S., Japan, Europe, Australia -- even Brazil, for crying out loud -- are exploring and implementing high speed passenger trains as a response to clogged airports and overburdened road systems, Canada is putting her passenger trains to sleep.

Going forward backwards.

The irony is, I don't think the government's even in charge. They're just errand boys for the corporate barons who would dearly love to unload their passenger rail responsibilities. After all, it's not CPR and CNR any more. It's just CN and CP. The "R" has disappeared as the companies have diversified into more lucrative fields -- telecommunications, real estate, Third World investments.

Look around you. While the Tories obediently fix a hemlock highball for Via, the railway itself is quietly tearing up tracks, pulling down bridges and selling off railway rights of way across the land.

The rail barons are renegeing on a Confederation promise and dismantling the central nervous system of the nation. Our government is holding their coats.

To their mutual everlasting shame.

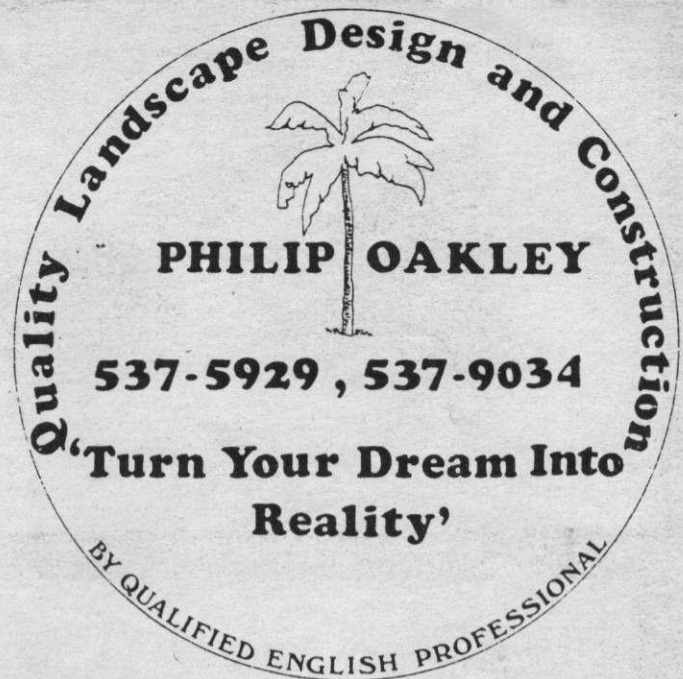


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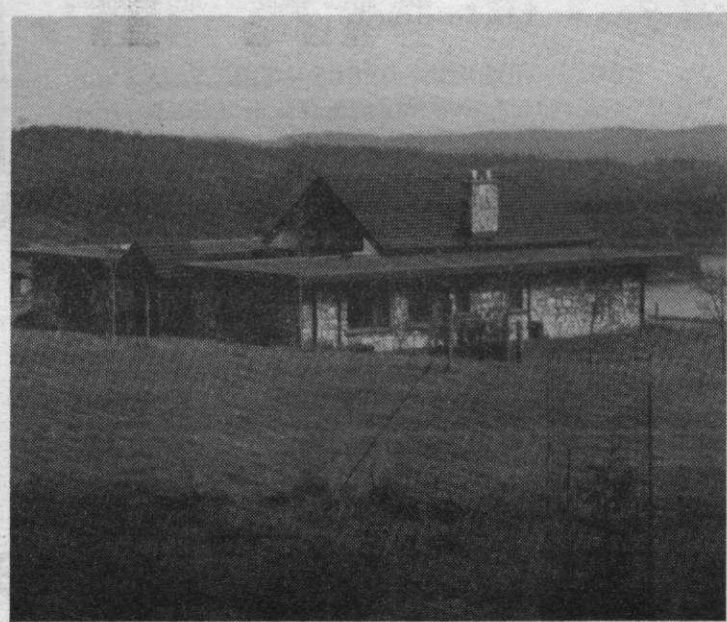


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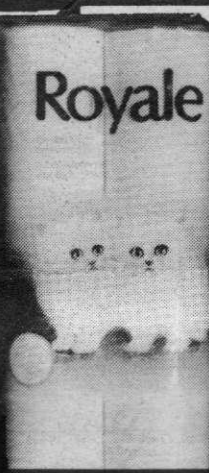
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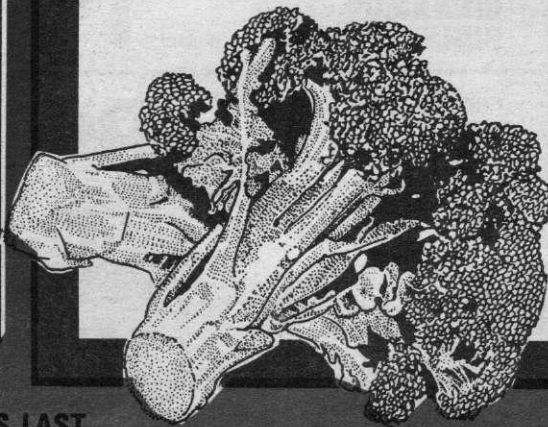
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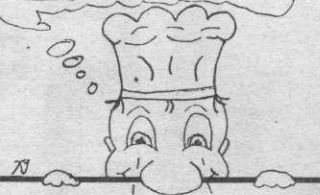
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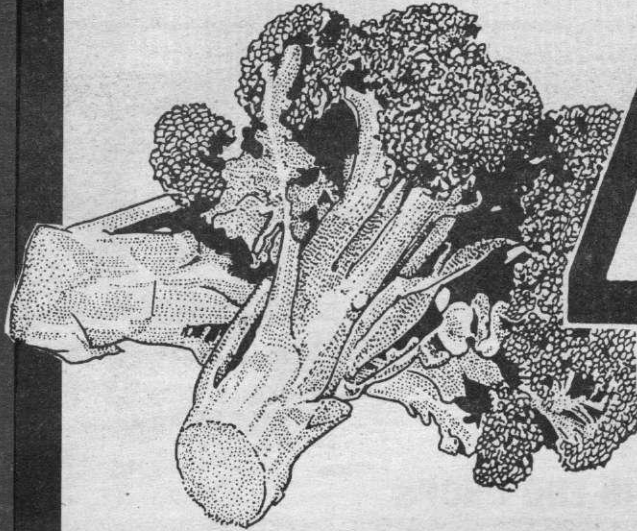
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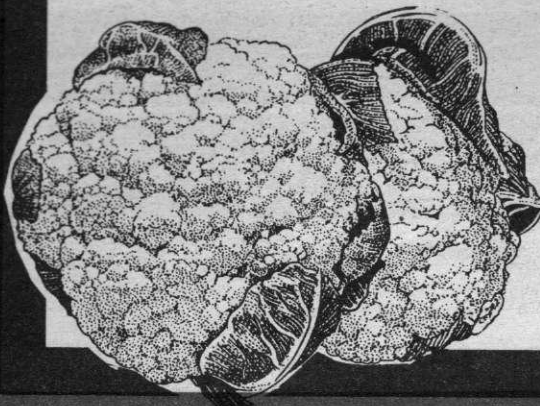
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5.94 kg

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lb.

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lb.

SPANISH Salted or No Salt  
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lb.



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**CHILI BEANS**

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9.35 kg

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lb.

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**Pork Picnics** WHOLE OR SHANK HALF **79¢** lb.  
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FRESH **PORK BUTT STEAK** **1.99** lb.  
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**BONELESS LEG OF PORK** 5.71 kg **2.59** lb.

**DOUBLE LOIN CHOPS** 6.59 kg **2.99** lb.

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**BONE-IN BLADE ROAST** 3.06 kg **1.39** lb.

**BEEF LIVER FROZEN IN THE PIECE** 1.96 kg **89¢** lb.



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# Doubt cast on proposed merger of two boards

A proposed merger between the boards of Lady Minto hospital and Greenwoods will not be recommended by either board at the upcoming annual general meetings of their societies.

The merger, which was given "approval in principle" by the members of each society last September, would form the basis of an island Health Care Services Society should it be approved.

Representatives of the Capital Regional District (CRD) and the ministry of health expressed approval for the move, as did the steering committee studying the merger.

At recent, separate meetings of both the Greenwoods and Lady Minto Hospital boards, however, members defeated motions to recommend the merger.

"Different people have different views," said Peter Vida, chairman of the Greenwoods board. "Basically it was decided that a Health Care Society is a little premature. We recognize it will eventually come, but we don't believe now is the time."

The steering committee -- composed of members from both boards, representatives of the Community Society, Meals on Wheels, Homemakers, the public at large and an impartial chairman -- did approve the concept and the final decision will be made by members of the two societies at their annual general meetings in June.

In the meantime, the steering committee will make available

## Members defeat motions recommending amalgamation

copies of draft bylaws, for public scrutiny.

Formation of a health care services society was proposed close to a year ago on the recommendation of a study conducted by the CRD's hospital and health planning commission into health care on the Gulf Islands.

One of the researchers in that study, Murray Hackett, told a September 12 information meeting on the subject that a merger would create a "united group . . . providing leadership for other areas."

Advantages of the merged boards and an eventual global

budget, he said, include the operation of a larger budget and an opportunity to allocate resources to areas where they are needed most, rather than into a prescribed area.

He said the new society would not take over other service groups on the island, but offer support (eventually financial) to these organizations.

The information meeting also unveiled a number of concerns held by members of the two societies, concerning the results of such a merger. One concern involved the status of employees: currently, employees of Greenwoods (for example) cannot join

be able to vote in the combined society.

A vote held at the information meeting saw both societies give approval in principle to the merger, leaving it to the steering committee to research the proposal and seek recommendations and submissions from the community.

### HOSPITAL EMPLOYEES' UNION GREENWOODS LOCAL LADY MINTO LOCAL

## ANNUAL POST-SECONDARY BURSARY

A \$600 Bursary will be awarded to a successful applicant who:

1. is a relative of a member of the Hospital Employees' Union, Greenwoods or Lady Minto Local;
2. is a 1989 graduate of a B.C. secondary school;
3. forwards a letter of introduction and request for an official application;
4. will appear for an interview with the Bursary Committee.

Please forward letters of introduction to:

**BURSARY COMMITTEE,**  
HEU,  
Box 761,  
Ganges, B.C.  
V0S 1E0

Official applications must be in the hands of the Bursary Committee by May 1, 1989.

Sending us news or ad copy?

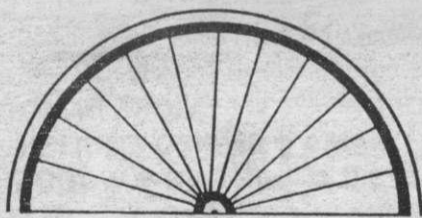
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*Gulf Islands Driftwood*

YOUR COMMUNITY NEWSPAPER

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# NOW OPEN

(in the "new" old Kanaka building)

**artseen**

by gary cherneff



When you spill your coffee on the glass-topped table and the milk-chocolate flood narrowly misses staining an embarrassing spot on your trousers, you suddenly realize the limits to total relaxation.

Seattle is a favourite place for me and my honey to take a weekend break from our normally frantic pace. But any holiday is a working one for us. We inevitably spend portions of our time buying art supplies, doing art gallery and design shop reconnaissance, collecting art scene info for artseen columns, and picking up bargains in books and magazines.

The difference between this side of the border and that is occasionally a staggering price differential, but more importantly the enhanced accessibility to a vastly broader selection of goods, services, culture and ideas. The bookstores are bigger, the news shops offer an extravagantly varied selection of national and international periodicals, art galleries seem to crop up as frequently as drug stores and the citizens of this city seem to have the economic flexibility to embrace new ideas of art and intellect into their daily life.

For us, the University district, just 10 minutes north of downtown Seattle, is a preferred base camp.

**Commitment to education in the arts**

On Friday night we settled down into our nest at the University College Inn. On the quiet south end of the main commercial street of University Way, this old-four storey walkup guest house offers bed and breakfast for two for \$40 per night -- not luxurious, but clean and friendly with a definite academic aroma. Toilet and showers are down the hall.

Virtually overlooking our room is the Henry Art Gallery, "the art museum of the University of Washington." As you would expect, this facility has a commitment to education in the arts. As such it mounts exhibitions which have a diversity of origins from contemporary to historical and ethnic. All have a role in engaging students and laymen in an appreciation of the scope and context of art in civilization.

The current work on view is called Art/Artifact: African Art - Western Eyes. It explores the changing ways in which African art has been perceived in the West over the last century. From purely singular artifacts to profoundly powerful visual forms to ritual objects within a cultural context, our understanding of these works has become more sophisticated over time.

From May 24 to July 16, the Henry Gallery will be offering an exhibition of drawings, paintings and sculpture by internationally acclaimed American artist Jim Dine. During this time, as artist in residence he will create a bronze sculpture specially commissioned by the gallery.

Another profitable area for art consumption is the Pioneer Square area of old downtown Seattle. The Fireworks Gallery presents a show of majolica painted vases by Canadian ceramicist Graham Allermerch.

**Hungry audience attracted**

Not far away the Artworks Gallery is showing trendy post-modern arty furniture that looks as if it could dance, swim, or otherwise cavort.

At the Silver Image Gallery, photographs of the famous by Rolling Stone magazine photographer Annie Leibovitz attracted a hungry audience. See Diane Keaton all in white, David Byrne in shrubbery and Whoppi Goldberg in white soapy bath bubbles.

If it's all too much, then one door to the south deposits you in the best Italian cappuccino bar in the North West, featuring cafe Mochas with real unsweetened chocolate rather than the sticky syrups we usually encounter.

I could say a lot more about art, but let's not forget dinner at Nick and Sully's on Eastlake, the non-freeway route to the University district. Roast loin of pork with caramelized onions and ginger -- bourbon -- Shiitake sauce has exquisite subtlety of flavours, four delicious vegetables to match and chocolate fudge cheesecake light as a feather. Very good dining in informal relaxed surroundings.

And this is precisely where I started, with the coffee dripping onto my lap.

**Father-son combination serves up Latin sounds**

By RHETT FAIRE

A few days before Easter, Sabor Latino dished out enough salsa rhythm and melodies to melt any snow still hiding in the shadows on Salt Spring.

Sabor Latino (meaning Latin flavour) is a Chilean musical group whose music and songs have been shared with hungry ears all over western Canada. Fernwood School hosted Sabor Latino's second gig for the day, between a morning appearance at Fulford School and a dinner date set for the evening.

Our spring sunshine added to the recipes the group stirred up from Latin America. The spicy rhythms oozing from these four musical messengers left over 300 smiling children unable to resist dancing in their seats.

Vocalist Ricardo Guerrero, the founder and leader of the ensemble, took his audience on a musical and cultural tour of South America. With the help of drummer Ricardo Jr., father and son offered a variety of beat-treats native to Chile, Bolivia, Paraguay and Brazil.

Columbia is the country of origin for Ricardo Jr.'s bass drum, called the bombo. A cymbal and a snare drum (turned timbale) comprised the rest of his sparse drum kit, which helped to flavour the subtle multi-rhythms created by this quartet.

Eduarde Garcia, a true virtuoso, is the key multi-instrumentalist of Sabor Latino. He brought a wealth of exotic musical entres via his fingertips and vocal chords. He may teach angels how to play when he draws on all the energy vested in his century-old harp, hand-made in Paraguay. He also plays an unusual lute-like mini-guitar called a charange, made from the back of an armadillo. He also picks a beautiful classical guitar, a smaller version of what most of us are familiar with.

Rounding out the list of instruments played by Eduardo Sr. was the kena or quena -- pan pipes, as we know them.

Eduardo Jr., his son -- that's right, another father-and-son combination -- was solid in laying down a strong foundation both in bass and rhythm accompaniment on his classical guitar.

The two 50-years-young musicians and their 25-years-old sons blended tangy hunks of South America's finest salsa songs to achieve the tastiest sounds my ears have ever been offered.

**Community Counselling & Consultation Services**

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Fees are based on a sliding scale. Please call 537-9971 for prompt assistance.

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**S.S.I. ROD & GUN CLUB**

**ANNUAL TROPHY SHOOT**

— RIFLE & PISTOL —

**Juniors — Saturday, Apr. 15**

**Adults — Sunday, Apr. 16**

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537-2822 Mouat's Mall Mon.-Thurs. 10:30-2:30  
You're not too late to participate!  
TAI CH'I ● FELDENKRAIS ● SENIORS IN MOTION  
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CHILDREN'S MUSIC ● PAINTING ● WOODSHOP  
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**STILL TO COME—**

(call the office for more information...)

Wed., Apr. 12 ..... IBM MS DOS 7:30-9 pm  
Sat., Apr. 15 ..... VIDEO SCRIPTING 9 am-4 pm  
Sat., Apr. 15 RED CROSS EMERGENCY FIRST AID  
8:30 am-4 pm  
Sun., Apr. 16 POETRY: A CAN OF WORDS 2-5 pm  
(At Off Centre Stage, with Shilo Zylbergold—our contribution to National Book Festival & S.S.I. Celebration of Canadian Writers. For more info call Maggie, 537-9591, or Shilo, 653-9268)  
Tues., Apr. 18 SENIORS IN MOTION 10:30-11:30 am  
Focus on alignment, muscle relaxation, stretch & strength.  
Sat. & Sun., Apr. 29 & 30 . MODELLING SCHOOL  
with Victoria Von Kane

**COMING IN MAY—**

May 11 ..... MORE MICROWAVE COOKING  
(Hovis recipes are here)  
May 16 ... HOW TO TALK SO KIDS WILL LISTEN  
At Fernwood  
May 17 SAFETY COUNCIL BABYSITTING, Ganges  
May 23-24 ..... LEARN TO DRIVE

May 16-17-18  
BUS TOUR TO THE WEST COAST  
See 'Travel' for details.



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# Noted Canadian playwright to headline local celebration

The evening session of Salt Spring's fourth annual Celebration of Canadian Writers -- to be held April 15 -- will feature an evening with John Gray.

A playwright, novelist and songwriter, Gray is also seen on CBC-TV's *The Journal and Middy*, for whom he prepares song-and-dance pop videos.

"I don't say what's right or what's wrong," Gray noted in a recent interview. "I say what's funny."

Gray's second musical, *Billy Bishop Goes to War*, played on Broadway. His third, *Rock and Roll*, was made into the international TV feature, *King of Friday Night*. His latest play, *Health, The Musical*, is now running in Vancouver.

The other events slated for the writers' celebration

include a session on writing for children and young adults, led by Sarah Ellis at 1:30 pm at Central Hall, and Daphne Marlatt's *Women and Words* to be held at 3:30 pm, again at Central Hall.

The evening appearance by John Gray is set for 8 pm at Off Centre Stage.

Tickets are \$3 for each of the Ellis and Marlatt sessions, and \$5 for the Gray event, or all three for \$10. Tickets are available at et cetera, Parkside News and Volume II Books.

Organizers stress there will be no tickets available at the door for Gray.

The event is co-sponsored by the Community Arts Council and the Canada Council.



## Family entertainment

Noted childrens' entertainer Gumboot Lollipop (alias Dolly Hopkins) brings entertainment for the entire family to Salt Spring on Saturday, April 22. The show -- set for 1 pm at the Activity Centre of Salt Spring Elementary School -- is a benefit for the Centennial Park playground project and is sponsored by the Salt Spring Island Co-op Pre-school. Tickets are \$3 each.

## Winning movie set for screening

An award-winning film examining sexual decadence in 18th Century France will be shown April 15 and 16 at Island Cinema in Central Hall.

*Dangerous Liaisons* is a lavish costume drama prickling with wit, mischief and erotic intrigue. It stars Glenn Close and John Malkowich as two seasoned cynics involved in a classic tale of sexual gamesmanship.

Naughtiness, seductions, betrayals, passion and cruelty all converge as the story unfolds. Exceptional performances from the cast, an unusually literate script, and the boldly contemporary touch of director Stephen Frears, combine to make this a provocative and accomplished movie.

The film won Academy Awards for best art direction, best adapted screenplay and best costume design. It was nominated for Academy Awards for best picture, best actress, best supporting actress and best original score.

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SUNDAYS 9 am-3 pm

a great menu  
... a great view  
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The Bay Window Restaurant  
LICENSED OCEANFRONT DINING  
Dinner Friday & Saturday from 5 pm

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Fri., Sat. & Sun., 5-9 pm.

The FIRESIDE PUB MENU, including great hamburgers & fries for the kids, is available for dinner, as well as 5 delicious DINNER SPECIALS, featuring steaks, veal, chicken and of course ANNIE'S SPECIAL!

Daily Menu 11:30 am-9:30 pm

# PUB

Daily Specials  
Hamburger Paradise

# down the years

## with driftwood

### Twenty Five Years Ago

The Salt Spring Island Lions Club put on a three-evening performance to the entertain the locals. Bill Trelford produced and hosted the variety show which featured the talents of various members of the club. Nearly 600 people were in attendance for the gala affair.

Moby Dick, the dog, reported missing recently by Dr. O. Stanton and his wife, was found sitting on a rocky outcropping near the Long Harbour ferry wharf. Apparently he had been sitting there for the past two days and, other than being hungry and a little put out, was unharmed.

The Meritorious Service Medal, the highest award of the Royal Canadian Legion, was presented to Arthur Layard. The current president of the Salt Spring branch (#92), Mr. F.W. Kirkham presented the medal to the former branch president for his many years of service to the Legion.

The grand opening at one end of the street complemented the grand opening at the other end. Alex McManus opened his new service station while brother John opened the Ganges Recreation Centre. The grand prize, a portable television set, was won by Reg Price and the lucky ticket was drawn by brother Harold.

Bea Hamilton reported from Fulford that a huge number of black ducks were crowded in the harbour, apparently looking for any remaining herring that may be about. She noted that when they took to the air together "it is a terrible noise."

### Twenty Years Ago

The department of highways would be paving roads in the Gulf Islands this summer. On Salt Spring, the road from Fulford to Vesuvius will be seal-coated. The winter weather did extensive damage to the road and repairs were necessary. Georgina Point Road on Mayne Island will also be paved. Mayne Island residents have been hounding the government for the past year to make repairs to their road.

March was a sunny and dry month, said Ganges weather watcher Howard Carlin. During the month the temperatures ranged from a high of 60 (F) to a low of 31. There was 3.27 inches of precipitation for the month, compared with 6.04 inches for the same period last year.

The pollution control board held a hearing on plans to run a sewer line from Maliview Estates into Trincomali Channel. Many of the residents of Salt Spring who showed up at the hearing -- held in Victoria -- were opposed to the idea.

### Fifteen Years Ago

The vessel *L.S.1516* ran aground on Black Rock in Porlier Pass at the north end of Galiano Island, this week. A department of transport boat, the *Rider*, attempted to pull her free but failed. When high tide returned, a salvage tug managed to tow her off the rock. There was at least one hole visible in the hull.

Opposition continued to mount against the proposed international park, which would include Point Roberts, the San Juan Islands and the Gulf Islands. Islanders were urged to send letters of protest to the governments in Ottawa and Victoria. *Driftwood* printed the report of the International Joint Commission, which recommended an international park as a

way of solving water problems at Point Roberts. The report covered four and a half pages.

Water from Lake Maxwell to homes in Ganges was often discoloured, a meeting of the waterworks district was told. The discolouration occurred when the fire department drew water. A filtration plant would correct the problem but the waterworks district was arguing with the highways department about closing a road near the lake. When the argument was solved, the plant would be put in place.

### Ten Years Ago

The boat launching ramp in Ganges would be put back together in June. The Parks and Recreation Commission announced that 100 yards of gravel and 100 bags of cement had been purchased for the ramp.

The proposed Bennett Bay marina on Mayne Island was the subject of a public meeting held by the Islands Trust committee for that islands. The committee suggested an amendment to the zoning bylaw, creating a new water B1 zone, to offer safeguards to the surrounding areas. The bylaw amendment would go to a public hearing later in the month.

The *Solskin*, a 50-foot sailboat, ran aground on Danger Reef, north of Thetis Island. Horst Klein, out of Otter Bay on Pender Island, answered the distress signal. The sailboat had been chartered by a mainland high school group to practice navigation.

Voters on the Gulf Islands could become confused by two elections being run simultaneously. The federal election featured candidates for Cowichan, Malahat and the Islands with voting on May 22. The provincial election featuring candidates for Saanich and the Islands would take place on May 10.

A separate school district for Mayne, Pender and Saturna Islands was suggested by Pender school trustee John Zacharias. He made the proposal at a parent-teacher club meeting on Pender. The school district would cost taxpayers close to 50 mills per year to run. The Gulf Islands School District would have a mill rate of 54 mills for the next year.

### Five Years Ago

Astronauts in the U.S. space shuttle may be called upon to bake bread as a result of a suggestion by a Galiano Island resident. Last year Canadians were invited to submit suggestions for an experiment of universal benefit, that might be incorporated in a canister to be taken aboard the shuttle. It would accompany the mission that would see the first Canadian astronaut in space. Dorothy Munro of Galiano proposed that the behaviour of yeasts should be examined, particularly with yeasts used to make bread. Last week Munro received a phone call from Toronto telling her that her idea had been selected, along with eight others from across Canada.

Floathouses sheltered in Horton Bay at Mayne Island will have to be moved or the owners could face legal action by the Islands Trust. The Mayne Island Trust committee agreed Saturday to take steps to ensure the zoning bylaws which prohibit such things as floathouses, are enforced. A letter will go out to the owners of the floathouses requesting compliance with the bylaws.

The Salt Spring Slugs hockey club continued to carry on their losing tradition by being drubbed 10-2 by the upstart Razoo Rabble team at Fuller Lake arena on Sunday.

## Two charges net probation

A former Salt Spring Island woman received six months probation and a suspended sentence after being found guilty of trespassing and assaulting a police officer.

Barbara Newton, of Victoria, was sentenced April 7 following a March 15 trial in Ganges provincial court. Newton was found guilty of assaulting Ganges RCMP Constable Gary Styles and trespassing at Luigi's Restaurant last June.

Judge Metzger handed Newton a suspended sentence and six months probation -- to be served concurrently -- for each of the two charges. As part of the probation order, Newton must perform a total of 40 hours of community work service.

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**Lunch Special — April 15-21**  
**TERIYAKI BEEF SAUTE**  
 We saute strips of marinated sirloin steak with slices of green pepper, mushroom & onion, then simmer them in teriyaki sauce. Accompanied by toasted sesame seeds and pineapple rice .... **5.95**

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**COQ AU VIN**  
 A hearty portion of chicken sauteed with onions, bacon & mushrooms, in our red wine sauce. Served with rice & fresh vegetables **11.25**

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## your garden

by chris schmah



The sunny, warmer weather we had this past weekend allowed us to get some serious work done in the vegetable garden, and after getting a new box bed built, the first vegetables sown out and some major weeding done, we have started making plans for our permanent asparagus bed.

Being a perennial vegetable which can be expected to yield its abundant crop of delectable spears for 20 to 40 years, it is prudent to take some time to properly place the asparagus bed in the garden. You don't want to have to move it after a mere 10 or 15 years.

When choosing a location for the bed there are several things to look for, but first ensure that the bed won't be in the regular vegetable beds, nor in the way of any expansion plans for some decades to come. A full sun situation is the best, and early spring sun will encourage the plants to come into production as early in the season as possible.

Aim to keep the rows running parallel with the prevailing wind to minimize wind breakage of the stems, and a resultant drop in production. The soil must be well-drained and ditched or mounded so that there is no standing water at any time of the year, as just a few days with the crowns under water will bring on rots and certain demise.

For soil, a rich, sandy loam is ideal. A soil pH of 6.5 is preferred, and when mixing in soil amendments, aim for 25 per cent sand content (if not already present) and 25 per cent manure, compost or other organic matter.

### Close enough to be at hand

Dig the trenches for the beds one foot deep and three feet wide, keeping the soil from the excavation stockpiled around the sides where it won't be in the way and yet close enough to be at hand for backfilling as the plants grow.

After you've dug out the trench, cultivate and work the soil for another spade depth and mix in the amendments and manure. While the asparagus roots will grow down and up, the majority of the rooting will take place laterally or sideways, so this lower zone is where you should do most of your amending and fertilizing.

Once the bed has been prepared, set the plants on two inch high cones, mounds, or ridges of soil, so that the long roots are fanned outward and slightly downward from the crown. If planted this way the crowns will be set 10 inches below the final soil surface of the bed. The plants should be spaced two feet apart in two staggered rows, and then covered over with two inches of screened soil. As the young plants grow and gain strength, you can backfill with additional soil, nursing the plants along until you have fully back-filled the trench.

You will have to determine the length of the trench by assessing how much asparagus you want to eat. The rule of thumb is to allow 20 plants (20 feet of bed length) for each person, and if you want to get an all-season crop then you will have to double your plant numbers, growing one bed for the regular spring crop and the other for a later summer harvesting.

Asparagus can be grown from seed, direct sown this month, or started indoors in March, or to skip two years, they may be purchased as two-year-old crowns. Martha Washington is the preferred variety in our region, as it is productive and resistant to asparagus rust.

### No harvest for four years

Regardless of how you start, no harvest should be taken until the plants are four years old, and then only a two-week cutting period is recommended. The following years when the plants are strong, you can harvest for up to eight weeks.

Don't use a knife to cut spears as you might damage the crowns, or hidden, emerging spear tips. Harvest by snapping off the spears by hand, at or just below the soil surface. If you want blanched spears you will have to mound up screened soil or sand to prevent the sun from encouraging the development of chlorophyll and hence green asparagus.

In the wild, asparagus favours a sandy soil, most often growing in coastal regions where there is some salt content in the soil and the water supply. It often finds its niche there because competition is minimized by the salt, and asparagus doesn't grow well with weed competition.

You should keep the beds weed-free all of the time, and mulch them annually with straw, leaves or sawdust to control weeds, help conserve moisture and help maintain organic matter content of the soil. As the growth of fronds starts to turn brown, cut the top vegetation down and burn it to control the asparagus rust spores, and also to kill the asparagus aphids, and asparagus beetle eggs which will be residing on the foliage.

In the growing season, asparagus beetles can be controlled by using rotenone.

Asparagus officinalis has been in cultivation for more than 2000 years, and while its purported ability to increase libido may have been overstated, the delicate flavour of this first fresh vegetable of the year makes asparagus a must for every home gardener.

## Dance set for soccer association

A benefit dance for the Salt Spring Island Soccer Association has been scheduled for April 15.

The event, designed to appeal to the entire family, is set to run from 7 pm to 11 pm at Fulford Community Hall. There will be no bar, and smoking will be prohibited.

Open to all ages, the dance will feature music from the 1950s and 1960s, provided by *Party Doll* of Victoria. The band, which is preparing to launch a three-month tour of Japan, includes vocalists Cindy Dynowsky and band leader Gerry K., guitarist Tim Borman (or Platinum Blonde fame), drummer Matt Vause, bass guitarist Rhett Faire and saxophonist Morgan Smith.

Tickets, available at Video Ranch and at the door, are priced at \$5 for adults and \$3 for those between the ages of 13 and 19 years. Children under 12 years will be admitted free of charge if accompanied by an adult.

The event will also feature over \$600 worth of door prizes provided by local businesses.

## Naval vessels set to return

Naval training vessels are to visit Salt Spring Island again this year to participate in Sea Capers.

The ships, based in Esquimalt under the armed forces' Pacific Command, will be on hand for the June 23-24-25 event, Sea Capers publicity chairman Bevis Walters said last week.

Three of the ships visited the island celebration last June.

Walters said he has received a letter from the training squadron's commander which says "the hospitality extended to crews of the vessels last year, by all Salt Spring Islanders, makes this a much-anticipated event which all concerned are looking forward to."

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COMMUNITY  
ARTS COUNCIL**

## Annual General Meeting

Thursday, April 13, 1989  
7:30 pm Mahon Hall

The Gulf Islands  
Community  
Arts Council

## BURSARIES '89

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Application forms and information are available from G.I.S.S. office, Continuing Education office or G.I.C.A.C., Box 682, Ganges, B.C. V0S 1E0. Portfolio, tapes, videos, etc. will be required for jury. Deadline is April 30, 1989.

**NORTH SALT SPRING WATERWORKS DISTRICT**

## ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the North Salt Spring Waterworks District will be held at 8:00 pm on Monday, the 24th day of April, at St. George's Church Hall, Ganges, B.C.

As required by the Letters Patent of the District, the Annual General Meeting will be held for the following purposes:

- (a) To receive from the Trustees a report on the condition of the works and a statement of the financial condition of the improvement district;
- (b) To discuss with the Trustees any matter relating to the works or finances of the improvement district;
- (c) To fix the remuneration of the Trustees for the ensuing year;
- (d) To elect two trustees for a term of three years;
- (e) To elect the auditor for the ensuing year.

**NOMINEES FOR TRUSTEE ARE:**  
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Copies of the 1989 Financial Statement are available to the Ratepayers at the District Office.

**M. LARMOUR, Secretary**

# Emergency number system 'should end confusion'

PENDER ISLAND -- A new 911 emergency telephone system will take some of the confusion out of responding to emergencies, according to Pender Island ambulance unit chief Hugh Griffiths.

"It's a lot of by guess and by golly," Griffiths says about the present system of locating addresses during emergencies.

The new 911 system will be operational in November. Calling that number will co-ordinate ambulance, fire and police units. The units will use grid maps, where

areas are broken down into a system of zones.

Griffiths says the Emergency Measures Organization came up with the numbered grid system to help emergency crews quickly locate trouble sites. "With the new zones there will be no doubt where someone is living as long as the maps are clear."

Griffiths calls Magic Lake "a disaster area" as far as emergency crews trying to

pinpoint addresses. He says some residences have lot numbers while some have street numbers. "Schooner Way wanders all over the country. Some ways are quicker than others."

Another example of the problem emergency crews face was underlined in an incident last summer. A cyclist was injured near Bedwell Harbour Marina but the person reporting the incident mistakenly indicated it was on Bedwell Harbour Road.

"So the ambulance responded by going in the opposite direction from where the accident was," explains Griffiths. "These kinds of problems originate because the roads are not marked as clearly as they could be. Maps may have to be more explicit."

Griffiths calls the Trincomali subdivision on North Pender, with over 100 lots, "an excellent model" for emergency planners because it is clearly laid out.

## Parent wants substances removed from school district classrooms

A Pender Island parent wants harmful substances removed from the school district's art program.

But Bob White says he and his request have been ignored and evaded by school district staff.

In March the former art teacher wrote two letters to school district personnel outlining his concerns about the use of rubber cement in the classroom.

In a March 16 letter to the R.D. McWhirter, director of instruction for the school district, White noted that "20 or so open jars of rubber cement is akin to having 20 open containers of gasoline -- a practice which would never be countenanced."

White went on to explain that he had observed children pouring rubber cement on their desktops, letting the solvent evaporate, then rolling up the sticky residue to form a rubber ball.

He has also observed children sniffing deeply at open bottles in order to 'get high.'

"In a busy classroom it is not feasible to expect even the most attentive teacher to detect all such behaviour," White said. "When safe (or safer) alternatives exist, it seems only prudent to employ them."

But there may be more school art materials just as harmful, White adds. "Artists (and art classes) routinely employ a range of materials second only to those used in school chemistry laboratories, frequently under conditions of close physical contact."

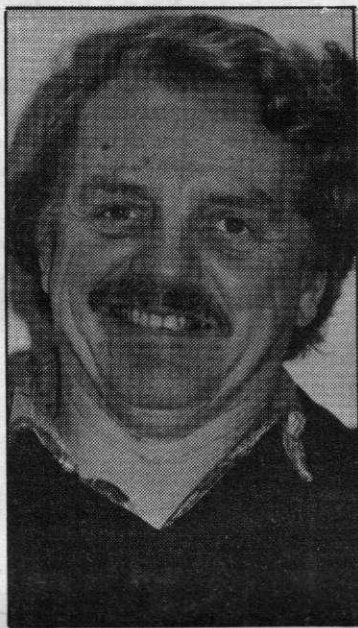
"Although products certified for school use are normally employed, there are a few hazardous items for which there is no practical substitute . . . or which have escaped serious scrutiny because of long and casual acquaintance."

In spite of his dire warnings, White says, school district staff evaded his inquiries about the "urgent and pressing matter."

Speaking at the regular school board meeting, held last Thursday on Pender, White said it took a year of frustration to get his views listened to by school staff. He adds that only recently was he told to raise the issue at the meeting of trustees.

"There is something wrong when a citizen takes the time to write two formal requests to an employee of the school district (and can't get) information about school anti-drug program concerning abuse of volatile organic solvents," he said.

White showed school board chairman Dave Eyles a letter he received March 7 from special education consultant Dr. Ralph Miller, stating that the district did



Bob White

"not have evidence of significant relative potential for harm of the common volatile substances under normal conditions of school storage and use."

White says that in Miller's letter, "it is unclear whether he is actually proposing the continued use of the material or if he is simply eliciting further information on it."

"If the latter, I trust the children are being given the benefit of the doubt and that

general classroom use of rubber cement is being suspended until he obtains evidence which satisfies him."

White adds that there is a body of literature on eliminating toxic materials and the onus should be on school district staff to search it out because they are entrusted with the welfare of our children.

Eyles said he couldn't see anything wrong with Miller's response. He added the school district has confronted White's concerns in two ways -- by holding two meetings of the health and safety committee, and by implementing a government-sponsored program dealing with toxic substances.

But White says the run-around he received is just another example of how the concerns of Outer Gulf Island residents are ignored by a school district office located on Salt Spring.

"Schools cannot be made perfectly safe. That is a fact of life all reasonable parents understand. However, when a teacher or school district officer condones the use of a known hazardous product after being advised of the hazard, and the availability of a less-hazardous alternative, that person may reasonably be accused of a lapse of professional standards," wrote White in his letter to McWhirter.

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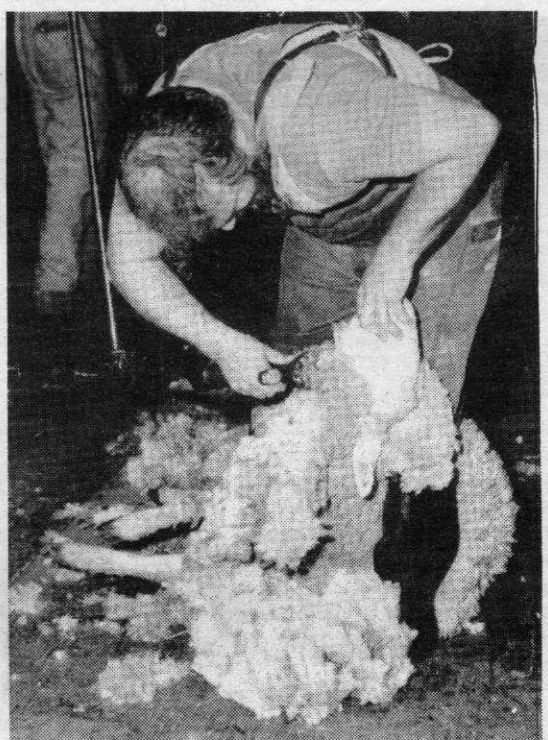
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letters

Regrets

*Editor's note: The following is an open letter from the Sea Capers Society to parents of GISS graduating class students, filed with this newspaper for publication.*

We are in receipt of a letter from Ms. Lois Codd in regard to Sea Capers and graduation occurring on the same weekend in June. There have also been numerous telephone calls and in-person discussions taken place with Lynne Richardson concerning the same matter.

We regret that this year the Sea Capers extravaganza coincides with the graduation ceremony. We have had discussions in the past and have been aware of parents' concerns over these two events occurring on the same weekend.

Unfortunately, when you do not have children graduating, the actual date for graduation is not something that is taken for granted. Hence this year, despite our resolution to not have these events occur simultaneously, it has happened.

We regret also that many things now have been confirmed for the 24th of June. The Coast Guard vessels confirmed attendance in January, the Shriners Band was confirmed in early February, an open-invitation laser race is in the works, and so on. Correspondence in abundance has gone out to all relevant persons for participating in the parade.

Unfortunately, we were made aware of the problem after the fact and it is, we regret, too late to change many of the commitments that have been made.

We understand the dilemma that you have brought to our attention. On behalf of the committee of volunteers who staff Sea

Capers, we apologize for any inconvenience caused, but can assure you that this will not occur again. We would ask that as soon as possible into the school year, a letter be sent to Sea Capers Society notifying them of the date of the graduation ceremonies.

We have scheduled a meeting for April 13 at 7 pm in the school board office, should you wish to attend.

**SEA CAPERS COMMITTEE**  
Ganges.

Taking flight

Windborne took flight March 24 and soared to great heights April 1. The show and auction of 78 pieces representing 10 Island artists and craftsmen grossed \$7,800 -- a good start to the building fund for a Salt Spring centre for the arts.

We awarded five prizes: Public's Choice: Lydia Zamorano "Oh! What a Windy Day." Best of Show: Paul Hart and Anne Goodall-Prosk, "Plum Copper Flight." Closest to Theme: Chintan and Satra, "Tornado Wind-O." Junior Category 1: Lydia Zamorano (age 7 years) "Oh! What a Windy Day." Junior Category 2: Fulford Elementary School Kindergarten Class and Grade 7s: "Round the World."

Congratulations to the winners. To Mary Koroscil, Bruce Comba, Len Wallbank, Illyd Perkins, and Roger and Judi Warren: thanks for all your support, ideas and encouragement.

To Gary McCartie (poster), Elaine Potterla, Gill Kidd and Donna Vanderwekken (display, Arvid Chalmers and Mike Hayes (auctioneers), Lynda Jensen (Festival of the Arts), those who "sat" the exhibition, those who helped on the night, and our commercial

supporters and advertisers (KIS, Sooz, Orcas Gallery, Henri Procter, Sylvia Gale, Pemberton Holmes, Volume II, *et cetera*, Matt's Meats, Embe and *Driftwood*); a big, big thank you.

But most of all, to the artists and craftspeople who gave of their time and skills: without you there would have been no Windborne.

It is impossible to stage an event like this without ruffling a few feathers. If we have done so, it has been unintentional and I apologize. If you have any complaints or constructive criticism, please call me at 537-4398.

**ROSEMARY WALLBANK,**  
Community Arts Council,  
Ganges.

Show concern

The lack of safety precautions and absence of immediate emergency plans after the recent oil spills lead me to wonder not only about oil tanker spills but of the grave danger of the nuclear powered and nuclear-weapon-capable U.S. warships that travel our local waters.

These war ships visit Nanoose Bay and Esquimalt an average of once every five days, and an accident could occur due to human error or equipment failure.

Show your concern by asking all levels of government, including the Prime Minister, about emergency planning measures for nuclear accidents.

Also, support the Nanoose Conversion Campaign which is working to end all weapons testing in Georgia Strait. They can be reached at: Nanoose Conversion Campaign, RR#2, Arlington Rd, Box 6, Nanoose Bay, B.C. V0R 2R0. Telephone 468-7335.

**JULIETTE LAING,**  
Ganges.

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SALT SPRING COMMUNITY SOCIETY NEWS

268 Fulford-Ganges Rd. 537-9971

- ★ CENTRE HOURS - 9-4, Monday through Friday.
- ★ ACHIEVEMENT CENTRE PHONE - The new number is 537-9909.
- ★ PARENTS FOR PLAYGROUNDS - Weekend work-bees in Centennial Park every Saturday & Sunday in April, beginning at 10 am. Please plan to participate. Your help is needed to complete the construction of the children's playground. Call 537-9971 for further information. Ask for Sheila.
- ★ KINDLING - Neatly bundled kindling from Roy, 537-4189, or the Achievement Centre, 537-9909.
- ★ FOOD BANK - Provides emergency food during Centre hours (except noon hour).
- ★ SENIORS FOR SENIORS - New office, Rm. 203, Upper Ganges (Valcourt) Centre, phone 537-4604.
- ★ RECYCLING - Will accept newspapers, tin cans & glass (cannot accept cardboard).
- ★ AFTER HOURS CRISIS LINE - Dial "0", ask for Zenith 2262.

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## Do it right

Can we talk? I mean, did anyone besides myself, find it rather peculiar? Right there on page one of our favourite newspaper? I read it: "Support for incorporating Island expressed at session on Ganges."

So I began reading the article searching for anything that matched the byline. What I found in the first paragraph "Higher taxes, divisive effect." Further on, "developers and greed" ... "controlled land use outside the Trust mandate." If this is support being expressed so be it; however, I trust I'm not the only one that reads into that misleading byline.

When all the emotional dust settles down all Islanders should be presented (clearly with three options in which to choose, and the CRD representative should lead the way in making sure the options are presented: Incorporation of Ganges; Incorporation of Island; and neither of the above (what happens if we don't incorporate?)

If this is done in a professional manner and whichever is selected by due process should be a liveable situation. However if one group only is being supported with one option only with cute manoeuvres, then we got problems especially if our leadership is entangled with one option politics. We have enough of that at the provincial level and super terminal.

Come now, Islanders, let's do it right.

**GARY LUNDY,**  
Ganges.

## Invitation

Salt Spring residents are encouraged to attend and voice their concerns at the Crofton Community Centre meeting on Monday, April 24, at 7:30 pm.

The meeting, "An Update on Pollution in Crofton and the Valley," sponsored by the North Cowichan Environment Protection Group, will have reps from three unions present -- Fishermen's, IWA and Pulp and Paper workers -- and a lot of concerned residents from Crofton, Duncan, Maple Bay, and surrounding areas.

The Crofton mill made record profits last year and has been pronounced one of the three worst polluters in the country. Local doctor Dr. J. Lawson gives us an overview of the situation: "substitution of chlorine dioxide for chlorine in the pulp bleaching process has been initiated, reducing production of dioxins, but enormous amount of liquid waste from this process containing chlorinated organic chemicals still flows untreated and unseen into the sea at Crofton. Several tons of solids and an estimated five tons of sulphur dioxide, a constituent

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## more letters

of acid raid, discharge into the Crofton air daily."

Mr. Couvelier's recent statement about using natural gas is only a small step towards reducing pollution in Crofton and other pulp mills, and the federal government has not yet agreed to release funds toward the pipeline.

The ultimate step is to move to brown paper production.

We will try to arrange return transportation by water taxi (approximately \$12 per person) if at least 30 people are interested. Call 537-9894 and leave a name and phone number to reserve, or attend our next meeting.

If we take the 6 pm Vesuvius over, it's an easy walk to the hall (around the corner from the Crofton Red and White store).

Any contributions toward this trip would be welcome, including loan of a boat for the cost of gas.

**SUE HISCOCKS,**  
Sierra Club,  
Ganges.

## Another tale

Responding to your column in last week's paper, I have a transportation story of my own that is interesting in comparison.

Headed off on a short holiday to Reno, Nevada, last year, we spent four hours travelling the B.C. Ferries from Fulford Harbour to Tsawwassen but it took only an hour and a half to fly from Vancouver Airport to Reno. So, we made the return trip from Vancouver to Reno in less time than it took to travel from Fulford Harbour to Tsawwassen -- one way!

**ALICE RICHARDS,**  
Ganges.

## Delight

Garlands of praise for John Edwards! We have delighted in a concupiscent oyster, the peripatetic sneeze corn, and the ineffable Mrs. Vane.

Philologia peroratum continue? professor.

**J. DONNELLY KOZIER,**  
Isabella Point.

## No explanation

I was somewhat confused by the article reporting on the first of three incorporation of Ganges meetings in the April 5 issue of *Driftwood*.

The front page headline told of support for incorporation of the

whole island as opposed to only Ganges. The article did nothing to explain the implication of the headline -- namely, that those present at the meeting were in favour of incorporation.

The impression that I got from the meeting was that a strong majority of people did not support incorporation at all. But should incorporation be inevitable, the majority felt it should be for the whole island and not Ganges. In fact, Michael Schubart requested a show of hands of those who would support the incorporation of the island as a whole under the "inevitable" circumstances and when they were asked if they would support the incorporation of Ganges, the answer was a unanimous NO.

This is a vastly different impression as that given by the headline and the article and I feel sure I was not the only one coming away from the meeting with that impression. I feel strongly that those who will be voting on the issue should know this.

On turning to the Director's Report for that same week, I experienced more confusion over this issue when I read Dr. Borsman's statement that there is no push for the incorporation of Ganges. It was made quite clear to me at the same meeting that the information on incorporation was not presented to us in an unbiased manner. The three committee members presenting the information did nothing to hide their support for incorporation of Ganges.

As a matter of fact, when asked why they wished to see Ganges incorporated, Ron McQuiggan replied that he wanted to find a parking spot easier and closer to his office, and Pat James said she wanted the crosswalks more properly located.

That, coupled with the fact that they and Dr. Borsman had no confidence in the report that was put together by a consultant on the matter, indicates strongly that the public is not getting a true and unbiased picture of what incorporation would give us. How can one possibly vote on such an important issue in a referendum given such inadequate information?

I should also like to point out that the "information meetings" are not closed meetings for only those living, renting or working in the proposed incorporation area boundaries. This is yet another island issue and any islander can attend the meetings.

Further, does Dr. Borsman not

realize that by having the committee meet with the Island Watch Society, the incorporation information could be imparted to a large number of islanders who happen to be very concerned about the island and community as a whole? I agree that the IWS is only one group of people but it is a large, informed group and is it not the obligation of the committee, having used public money in

the gathering and research of this information, to bring it to the public?

I would like to remind everybody that the third and final information meeting is scheduled for April 18 at 7:30 pm in the school board office. We all need input to see a fair and unbiased conclusion to this issue, decided by the islanders for once. I urge everyone to participate and take their two cents worth to the meeting.

**MAGGIE KRIEGER,**  
Ganges.

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Richard and Jane Durante / Salt Spring Marina Ltd.

The above type of licence permits the sale of all types of alcoholic beverages by the glass on the premises for 14 continuous hours, between 9:00 a.m. and 12:00 midnight, Monday through Saturday. Hours may be extended until 1:00 a.m. but only on Fridays and Saturdays. Sunday hours are also permitted between 11:00 a.m. and 12:00 midnight. This type of licence also permits the sale of beer, cider and coolers by the bottle for consumption off the premises.

Residents located within a 6 block area or 1/2 mile radius of the proposed site may register any comments by writing to:

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Written opinions must be received by May 12, 1989, to be considered.

more letters

Exploitation

In wake of massive post-Expo developments and their occupation of this island (with its carnival that never leaves town), I wish to speak up and out in what must be a radical plea for sanity, and for the protection of our community and its children.

That massive development occupations of lands under the Social Credit government -- in direct alignment with the Reagan-Bush war economies -- has wastefully, extravagantly and extensively dispossessed the people. It has been done not only to the legions of betrayed homeless, poor and reactive addicts but to the integral family and community structure.

It is in utter condescension to the rural community and of the farmer's mutual self reliance, natural pace and health of living and trusting and tolerance amongst its peoples.

The war against the rural farmers in America, with Reagan's instigated, active and inflated war threat economics and world-wide commercial market expansionism (under and utterly spurious evangelism), is documented vigilantly in America.

Here on this island we can see and feel the cost increases in alignment with high-density developments. In the lifestyles of the rich and even greedier, property here can be easily zoned, flipped, developed, flipped and mega-inflated and sold out by and to anyone with the bucks to play their game -- and leave the vandals, crimes, plagues on health, split families and huge inflation to the community they have vastly exploited and torn asunder.

What we witness at the same time is a rollback of the minimum wage from six to five to four dollars per hour, with jacked-up rents and off-island police heavily taxing poorer peoples' vehicles, which they can't afford to fix. I declare this an active attack and literal dispossession of people here.

That is what is happening to the lowest economic level. If financially secure and concerned parents speak to their school system about an alternative of a sensible farm nutrition for their children instead of carnival food (hot doggies with 25 per cent red juice mixed with sugar water), these parents are mocked as if they were irrelevant or flaky nature freaks and part of the so-called secular humanist plot against God, Jesus and the American supermarket corporations with their ever seducing-tonnages of sugar.

From Fernwood school we have received a shadow marketing survey given to grade one students, as if it were a homework assignment.

It consists of an intricate four-page manipulation to get them to draw their favourite commercially advertised cereals and answer such questions about sweetness of

products and the box's colours and cartoons.

On the last page it asks the children if they have seen the various television commercials of the different cereal box's. If they have, they are to circle a happy face; if not, a sad face.

We can see now how deprived the Social Credit government's manipulative marketing messiahship goes. They sold us their Expo carnival with a "We've got a super smile" for you happy face and we know their brand of educating grade one children in Christian morality is through what is the goofiest, sweetest and prettiest coloured box to buy, with no questions asked or considered about the food's worth inside. Vain appearances without soul.

Does this even consider supporting mothers who do have concerns of farm economy and food worth in place of the mass advertising deceptions for expensive junk foods, subtly imposed against them by their own children's so-called education?

Free trade is despicable warfare against our families and community. This is what desires to

shape our enchanted isle into an accursed one as I witness the Reagan-Bush Socred war economics racketeering now upon us all.

The present North American system of racketeering market politics which has and does whore and exploit us all as merchandise under its massive lies and deceptions, is again in active warfare against the sincere health and security of its people, its children's innocence and future, and of our planet's continued existence.

To proclaim, as they all have and continue to do, under the sacred name of the living God and the name of truth, dignity, nobility and sacrifice of Jesus Christ and all of our ancestors and family burned in his name, is a totally deliberate blasphemy of the holy spirit of life.

Which it has degraded and exploited under its laws, policies and active warfare against its peoples under the threat of its nuclear forces. Repent and be healed. Continue betrayed and damned. Individual choice.

ROBIN WAKEFIELD  
Ganges

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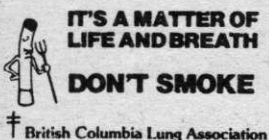
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## Rise up

Last week we were treated, through the media, to a glimpse of birds born with crossed beaks, others with organs growing outside their bodies; the result of chemical pollution in the Great Lakes. This week the Exxon Valdes disaster.

The captain of the ship is being held out like a bloody sheet to hide the mistakes of Exxon. Of course, he is not without blame, but since he is now identified as a drinker -- it's on him: nothing to do with Exxon.

Now, I look out at the Crofton mill discharging upward and downward God knows what into a small area of water and land subject to very little flushing. The fish have all but disappeared, together with the herons; other creatures have been contaminated. Nothing to do with the Crofton mill, of course.

Well, do we have to wait until the whole place becomes hopelessly contaminated, or shall we see to it that change comes before disaster? Of course, the experts on their fat behinds, with equally fat heads, say "all's well, trust us; it's under control."

Well, I don't think it is. Will they be present to clean up -- and how would they propose to do it? I suggest that such a clean up is impossible. I think we should ask the following questions.

How could this mess be cleaned up?

If there is an answer could we have a demonstration, right now.

Or can we be truthfully told -- under oath, with good stiff jail sentences if there is lying -- what changes we can expect to eliminate this poisonous situation?

When can we be assured that this will be complete?

Why should the mill not be closed down right now?

Oh! Jobs will be lost; this is always the concerned cry from the likes of Fletcher Challenge. But how come they so easily let people go from their other operations. I suggest that these are nothing but threatening tactics to keep employees fearful. Just as the chief pollution central officer was fired in Valdes as soon as he opened his mouth.

Such is the power of money, and the fierce fist of multinational deceit. If there is no change the jobs will certainly be gone.

Perhaps employees should wake up to this fact, too, rather than cowering like sheep. Possibly, if we all rise up together, this situation will be put right and together with saving jobs we can at least preserve some human dignity and the environment.

LEROY JENSEN,  
Vesuvius Bay.

## An asset

Choristers of the Anglican Parish of Salt Spring attended a music workshop on Saturday, April 8 at St. Paul's Church in Nanaimo.

The church chartered Judy Kelly's bus for the trip. The bus

## more letters

service is an asset to Salt Spring Island and worthy of support.

M. GEORGE,  
Ganges.

## Fight goes on

The fight against Canada's number one killer, heart and blood vessel disease, will come to an end this year on Salt Spring when *Skip Rope for Heart* events take place at Fulford Elementary School on April 21 and at Fernwood School on May 19.

Your local Heart Fund committee hopes these events will be well supported by the com-

munities involved, so that we will be able to meet our 1989 objective of raising \$10,000 for the Heart Foundation.

To date about \$6,000 has been received. Of this amount \$4,000 came from the mail canvass, \$1,400 from the Bowl-a-thon held last February courtesy of Terry Jenkins of the bowling alley, and the remainder from donation boxes, the Scouts/Cubs tag day, an aerobics competition, etc.

The mail canvass result was disappointing in that 5,000 requests for donations were mailed to island people but only 150 responded.

However, it is not too late for

those interested in joining the fight by contributing to the Heart Fund. They may do so by mailing a cheque to me at R.R. 1, McGill Road, C-14, Ganges; in return they will receive a Heart Foundation receipt for income tax purposes. Cheques should be made payable to the "B.C. and Yukon Heart Foundation."

Donations help develop pacemakers, heart by-pass operations, coronary care units, heart valve replacements, hypothermia treatment, and surgery techniques to correct "blue baby" defects.

The fight is an important one. Please join us in this worthy cause.

JOHN CROFTON,  
Chairman,  
Heart Fund Committee.

# Hey, what's happening?

MAY						
1 Monday	2 Tuesday	3 Wednesday	4 Thursday	5 Friday	6 Saturday	7 Sunday
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

## Find out with our new events calendar.

1. Calendar will appear monthly and list events for the following month.
2. Free listings available to non-profit groups for coming events; to businesses for entertainment-related events.
3. Five events classifications: theatre, music, exhibitions, meetings, fund-raisers.
4. Event listings must be submitted in writing. Only the event name, date, time & place will be published.
5. Space available on a first-come, first-served basis.

DEADLINE FOR MAY EVENTS: APRIL 14

# Gulf Islands Driftwood

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