

Gulf Islands Driftwood

Your Community Newspaper

THIRTIETH YEAR, NO. 16

50¢

GANGES, BRITISH COLUMBIA

WEDNESDAY, APRIL 19, 1989

Respect for islands, mandate requested in task force brief

The Salt Spring Task Force on transportation has requested the provincial government recognize the uniqueness, fragility and vulnerability of the Gulf Islands, and that transportation decisions be subject to the Islands Trust mandate.

In its recommendations made to the Regional Transportation Committee in Saanich last Tuesday, the task force protested the imposition of planning decisions on the islands by government agencies -- such as the B.C. Ferries Corporation -- without proper consultation with the community and the Islands Trust.

The task force further demanded that a community-based study be undertaken to identify and evaluate a broad range of options in order to address the transportation needs of the islands.

Community Planning Association chairman Syd Wigen, who sits on the local transportation task force, says it was "heartening" to see representatives from the different Gulf Islands speaking unanimously, in a common voice.

"There was a strong recognition that the islands were speaking one voice," Wigen said. Everyone was unanimous in that we are the Gulf Islands and do not want to be treated as separate entities."

Wigen added that the process set in motion by the task force will be continued under the Islands Trust, which will take direct responsibility for it. Wigen said a number of the task force members will continue on with the process, working under the Trust.

The brief presented to the Regional Committee last week was prepared by the task force at the invitation of the Community Planning Association. It indicated islanders are not only concerned with their own well-being, but

with the needs of the thousands of people who travel here to enjoy rest, quiet and relaxation.

Presentation of the brief culminated numerous hours of work by the transportation task force, which based its review on a recently released study by Delcan consultants, commissioned by the ministry of transportation and highways. The task force sought public input on local transportation concerns through questionnaires, submissions and public meetings. The brief summarized the task force's findings.

After studying the relevant parts of the Delcan report -- which, among other, items, recommended construction of a ferry terminal at Isabella Point on Salt Spring -- the task force concluded that the Delcan recommendations did not consider "the

importance to the island people and the island economy of maintaining the quiet and largely rural way of life." The brief says the importance of this has been recognized by government and islanders, through the creation of the Islands Trust and growing support for its mandate.

"Neither the Delcan (report), nor the announced, proposed Isabella Point terminal relocation, address concerns raised" in guidelines established by the Community Plan and Islands Trust mandate and policies, the brief states.

The task force believes the current ferry system serves Salt Spring well: "its decentralized mode of operation suits the rural character."

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Slash-burning angers residents of Galiano

GALIANO ISLAND -- The tempers of irate Galiano residents burned almost as hot as MacMillan-Bloedel's slash piles last week.

On Tuesday, MB started igniting clear-cut areas on the island with a napalm-like substance dropped from a helicopter. The smoke from the fires spread to Salt Spring, prompting several enquiries to the Driftwood office.

Several Galiano residents, meanwhile, turned out near logged areas with the intention of blocking the helicopter bombing.

Slash-burning is done each year by the forestry giant on property it owns and logs, although it's usually done in the fall, not in the spring.

Clear Cut Alternatives member Dawn Christian says what angered residents to take action was that MB usually allows the community to salvage wood off clear-cut sites. This was not done this year, she says.

Christian, who stressed that CCA did not organize opposition to this week's slash-burning, says there are three small mills on Galiano

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Going forth to multiply

John Pollard (foreground) and Becky Gillett take turns releasing chum salmon fingerlings into the waters of Ganges Creek. School children, gathered at Linear Park, released about 4,000 fish into the creek last week.

Majority of ballot responses reject Isabella Point option

The majority of Salt Spring Islanders are saying "no" to construction of a ferry terminal at Isabella Point.

As of late Monday, a total of 130 islanders had returned ballots for Driftwood's straw vote on the issue. Of these, 80 said "no," and 50 responded in the affirmative.

Ballots continued to arrive Tuesday; an updated count will appear next week.

The vote, which used clip-out ballots from last week's Driftwood, was staged in the wake

of increasing controversy over the proposed relocation of the Fulford ferry terminal to a site at Isabella Point. While much of the island debates the pros and cons of the issue, others are protesting the lack of consultation islanders have had in determining the terminal's future.

Several of those opposing the Isabella Point terminal said there has not been enough study carried out on the issue, and that "all reasonable alternatives have not

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INSIDE



Inter-island aid

Gulf Islanders are helping Nicaraguan counterparts acquire better water. Page B1.

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Events calendar service launched

On page A-14 of this week's edition, Driftwood unveils its community calendar.

The calendar will appear each mid-month and list events scheduled for the following four weeks.

Listings are published free of charge to non-profit groups, and for entertainment-related events.

For further information, see page A-14.

By-election needed for Trust post

PENDER ISLAND -- Resigning South Pender Trustee Steve Wright will be missed by the Islands Trust Council.

That's the word from Islands Trust chairman Nick Gilbert, who has served on the trust for seven years, roughly as long as Wright's tenure.

Wright last week resigned effective April 5 because of the possibility that his new consulting business, Island Consulting Services, could be perceived as being in conflict with his position as a trustee.

Gilbert says a by-election to replace Wright will be organized quickly.

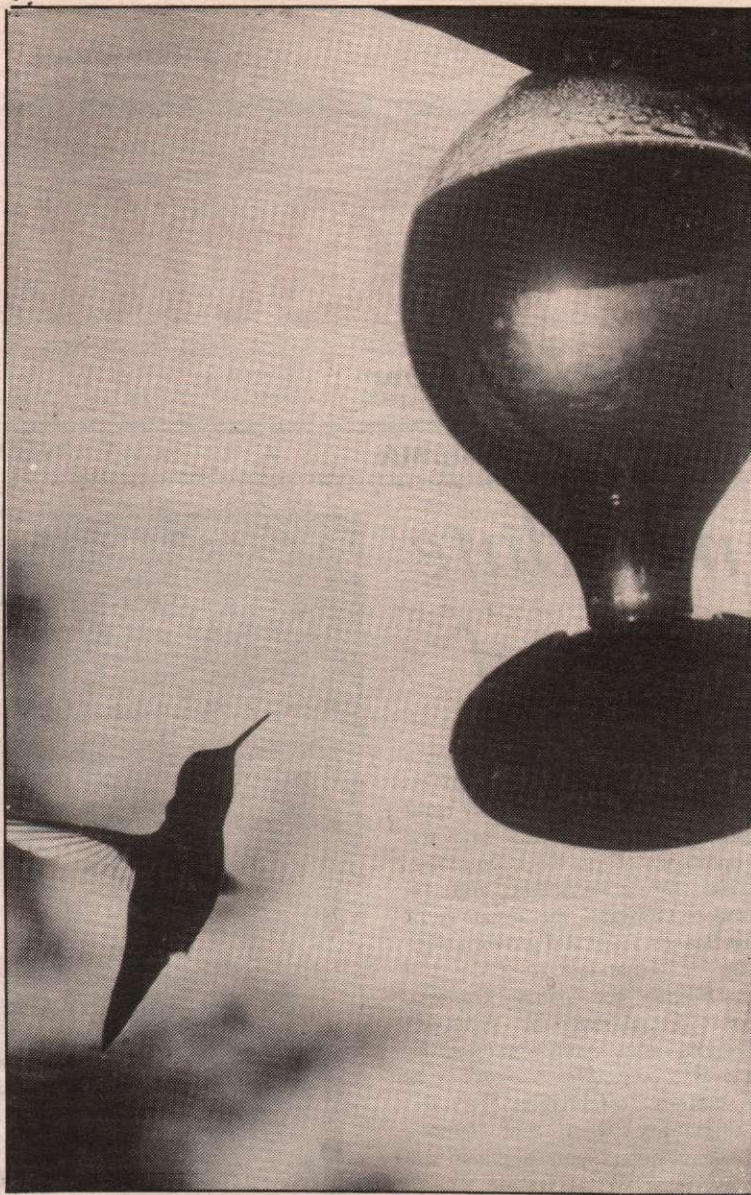
Trustee resignations in the past have usually been due to ill health, says Gilbert.

This is the first resignation, to Gilbert's knowledge, that was caused by a perceived conflict of interest.

Wright's outspoken manner contrasted with Gilbert's less controversial style -- a style the chairman calls "quiet diplomacy."

"We (the Trust Council) try to take a steady course. We're here to serve people of all the islands, in spite of their political stripes."

Gilbert says Wright was an energetic trustee who made "a very positive contribution" to the Trust. The nature of the Council will change with his departure, he adds.



Mid-air refuelling

Sure sign of arrival of spring is return to Salt Spring of hummingbirds. Shutter speed of 1/2000 stopped this hummer in mid-beat as it visited feeder suspended from roof of island home.

Generous islanders help to send youngster, family to Disneyland

The open hearts and wallets of Salt Spring residents helped send a cancer-stricken youth and his family to Disneyland earlier this week.

Close to \$2,000 collected locally was given Monday to Eric and Cindy Booth to help cover expenses for the four-day trip they have taken with their son Jarrod.

This January, Jarrod underwent his second major operation in three years for removal of a brain tumor. The tumor has since returned, however, and the youngster is now undergoing chemotherapy treatments every 28 days in Victoria.

During the preparations for last year's Terry Fox Run on Salt Spring Island, Jarrod was chosen as one of the symbols of the campaign to raise funds for cancer research. Betty Fox, mother of the late one-legged runner who inspired the annual run with his aborted cross-Canada journey in 1981, visited Salt Spring at that time and praised Jarrod for the courage he has shown in his fight against cancer.

The trip to Disneyland was arranged through the Wish Foundation, which aims to grant requests

by children who have life-threatening illnesses. The organization has covered the cost of the Booth family's airfare to California plus the cost of accommodation, and supplied some money for expenses. The contributions of islanders will cover all other costs.

The trust fund for Jarrod will remain open after the family returns from Disneyland. Trustees

say its proceeds will be used to cover the expenses incurred by the family in taking Jarrod to Victoria for his chemotherapy treatments, which will continue at least until the end of this year. Each treatment requires that Jarrod remain in hospital for three days.

Contributions to the trust fund can be made through the Bank of Montreal branch in Ganges and at Embe Bakery.

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PCB storage facility to be built in Ganges

The Gulf Islands school board has announced plans to build a storage facility to contain a small amount of PCBs and any other hazardous material.

The announcement, made at the board's monthly meeting held two weeks ago on Pender Island, came in the wake of public concern over the current storage of PCBs in the Salt Spring Elementary school basement.

School Board chairman David Eyles told *Driftwood* the storage facility would be built in the school bus compound in Ganges. He said the design for the facility, used by another school district, has been approved by the ministry of waste management and that the board has "verbal" permission to go ahead with the project, subject to providing the community with 30 days notice.

"We would prefer to have a provincial authority dispose of it (the PCBs)," Eyles said, "But the best alternative is to store it in the best way we can."

The area will be used to store any other hazardous materials as well, he added.

Currently, an amount of less than one litre of PCBs is being stored in drums, secured in a storage area at Salt Spring Elementary school.

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	1010	3.8		1125	1.9
WE	1710	9.2	SA	1930	10.1
	2205	6.9		0020	8.5
20	0340	9.6	23	0425	9.4
	1030	3.0		1155	1.7
TH	1755	9.6	SU	2020	10.2
	2245	7.5		0120	8.8
21	0350	9.5	24	0440	9.3
	1055	2.4		1230	1.6
FR	1845	9.8	MO	2115	10.4
	23J0	8.1		0225	9.0
				0500	9.2
			TU	1315	1.6
				2210	10.5
			26	0340	9.1
				0515	9.1
			WE	1400	1.8
				2305	10.6



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Plan alternative to Isabella Point

The results of *Driftwood's* "straw vote" poll on the Isabella Point ferry terminal question, while suffering from the constraints of a relatively small sampling of islanders and of a question deliberately left open-ended, nonetheless should cause both Victoria and Salt Spring to pause in thought.

For the provincial government, the count of 61 per cent of respondents opposed to relocation of the Fulford terminal to Isabella Point has to prove to the transportation and highways ministry and to the B.C. Ferries Corporation that local support for its proposal is not as clear-cut as it may have thought and hoped.

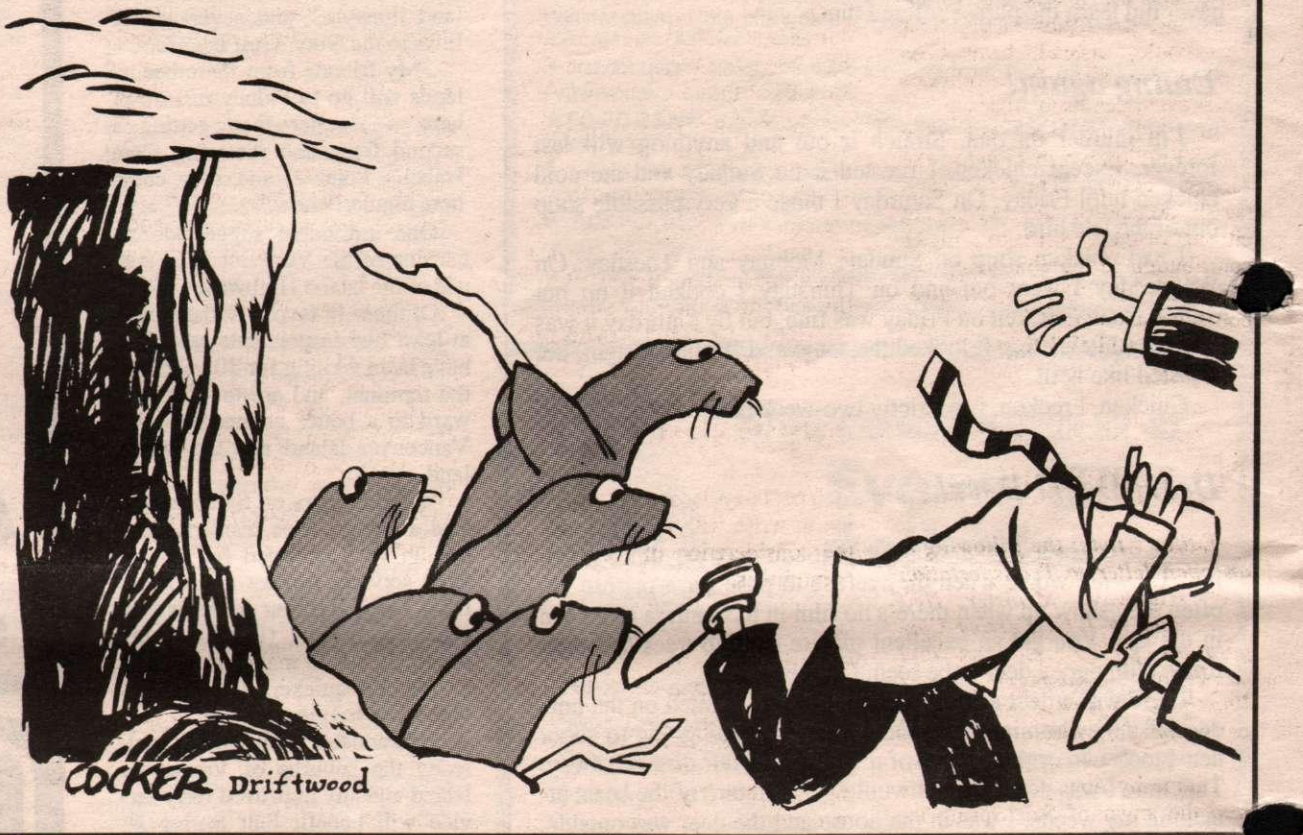
On Salt Spring, the tally of 39 per cent of people in favour of the transfer has to be taken as notice that all is certainly not well with the level of satisfaction with the present quality of local service, and that improvements are needed to bring standards into line with the demands now being placed on the system.

The operative word is "demands." On this point, we turn to the Islands Trust policy document on transportation, which says that upgrading of the system should follow, not anticipate, demand. We would suggest that the demand has arrived, like it or not, and that planning for upgrading should commence.

Thankfully, that job looks to have begun at the local level, where it should be. We should all welcome this week's news that the work of the transportation task force, formed under the Community Planning Association, will continue even though its main piece of work -- a response to the provincial transportation committee -- was completed and presented last week.

The challenge facing the committee is a mighty one. It must plan solid strategies that will help the islands transportation system meet its present local

Latest from Valdez Alaska — Seal pups club Exxon officials...



demands in the not-too-distant future, it must have them endorsed by a public that will presumably veto any Isabella Point scenario -- and it must sell them to a provincial government that will always have a soft spot in its heart for Isabella Point. Not an easy task.

But plan we must, and quickly. If the Isabella Point issue has taught us anything, it is that the

provincial government is all-too-ready to move to solve the shortcomings it sees in the present system. The best response we can make is to be just as swift to draw up realistic local alternatives to the province's proposals, and to lobby hard for implementation of local plans of action. The work awaits.

Old Island Highway is a road headed nowhere


OLD ISLAND HIGHWAY -- This narrow and twisting road, once a main throughfare, now meanders its slow course well away from the wider and faster stretch of pavement that extends north from Victoria and through the heart of settlements large and small on Vancouver Island's east coast.

Driving a portion of this almost-forgotten and certainly ignored route last week, I was reminded of a comment noted Canadian author Jack Hodgins voiced three years ago when he made his first visit to Salt Spring, to speak at a Canadian Writers Workshop organized by Maralyn Horsdal.

Hodgins, born and raised in Merville, just a stone's throw north of Courtenay on a stretch of Island Highway whose condition still qualifies it as the 'old' road, was impressed by the scenery that

my word

by duncan macdonnell



greeted him when he drove off the ferry at Fulford Harbour and wheeled north to Ganges.

"This place," he said of Salt Spring in general and its relatively unspoiled pastoral beauty in particular, "reminds me of what Vancouver Island used to be."

So it is for me, when the desire to get somewhere slowly takes me along portions of the old island highway. The section of road is no longer continuous, however; it appears in bits and pieces accessed by obscure side roads. Often, it can be travelled only for short

stretches before the main highway must be used again to launch a search for the next side road.

The part I travelled over last week -- headed south from Crofton -- wanders along a narrow ribbon of road that looks quite comfortable lying between open pastures and closed-in blocks of forest land. Now and then, a small and settled cluster of houses intrudes on the feel, but only for a moment.

It is by no means a unique portion of the old highway. Other stretches, particularly through

Cedar -- the farming community south of Nanaimo -- and the section between Crofton and Chemainus, are just as calming and comfortable.

It is, however, a rare piece of road. Too many other lengths of the old highway are gone now and in danger of being forgotten. The part between Chemainus and Ladysmith, for instance, is rapidly being built up and may as well be considered a major arterial route. Another old favourite, connecting the northern part of Nanaimo to Lantzville, has disappeared in the wake of a string of major subdivisions that now blurs the border between what used to be two distinct communities.

Further north, where old and new highway are still considered one and the same, pressure to upgrade a clearly substandard road will soon remove other stretches.

Still other, shorter sections are similarly being claimed.

More than the wish for a calm drive caused me to pursue the old island highway last week, however. With all of the talk about ferry terminals, it seemed like a good time to investigate our near-forgotten route to Vancouver Island, via Crofton. My trip to Victoria and back was timed and, when all was said and done, easily satisfied this writer's requirements as a connection to city and services.

Rediscovery of the aesthetic qualities of the old highway was an unexpected bonus. And now it leaves me in a quandry: I think more could be done to exploit the Vesuvius-Crofton connection, but I dread the impetus it might give to the loss of yet another stretch of the rare ribbon of road through the 'old' Vancouver Island.

letters

Contributors

There is no doubt about the unfairness of Yankee foreign aid policy.

Interestingly, the biggest recipient of Yankee aid is Israel. That small and wealthy population which exists on the occupation of Arab lands and subjugation of the Palestinians, receives about one quarter of all overt U.S. aid. In 1981, Israel, with a population of four million (including a half million underprivileged Palestinian "Israeli citizens") and a gross domestic product of \$20 billion, received approximately \$2 billion worth of assistance from the United States.

That same year, destitute Ethiopia, with a GDP of only \$4 billion for a population of over 33 million people, received only \$4 million in Yankee aid. Obviously, aid money which was used to oppress and kill Arabs in the Near East could, instead, have been used to improve living conditions and prevent deaths in Africa.

In 1984, the U.S. sent more than \$3 billion worth of aid to the Zionist entity. Through such lavish donations, the tax-paying citizens of the U.S. make a major contribution to the continuing occupation of the Palestinian homeland and part of Syria.

CHRIS LITTLER,
Ganges.

vice has already deteriorated, and must not be allowed to further diminish contact between families and friends.

The imagination boggles at the prospect of another Long Harbour Road being built on the south of the island -- only, presumably, to be later abandoned when B.C. Ferries decides to change to jet or hydrofoils which could easily land in Ganges Harbour (not in my lifetime, thank God!).

Isabella Point would be a dangerous landing, as any marine expert will tell you. A shorter crossing would certainly not benefit us, and we understood the ferry system was supposed to service us, not vice-versa.

On the matter of the bottom line, so dear to the hearts of all business people: may I ask what profit is shown by the rest of the highways in B.C.? The ferries are part of this system, and I cannot understand why they are singled out as a "loss." Roads are built to serve people and ferries and trains are part of the same system. Don't try to make us feel guilty for living in the place of our choice. We don't all yearn for the towers of power. You should be thankful we don't live on your doorstep or in your back yard, with our quaint island ideas about peace, tranquility and life in the slow lane!

MARY C. WILLIAMSON,
Ganges.

Suggestion

The ferry issue has prompted me to write with a suggestion, for the consideration of the planning committees.

Fulford Harbour has another shore line on the opposite side from the present terminal, yes? Consider moving the dock to the other side.

Pros: The ferry could come straight in to dock without turning; the property is, I believe, already up for sale; there could be a nice board walk built to Drummond Park so people waiting could enjoy themselves. The area would need dredging and that could be used for landfill to create a flat area for parking. There aren't that many houses there to be disrupted, and the shell fish are already contaminated so dredging wouldn't affect it.

Just a suggestion!

The present terminal could be

made into a nice square with open booths for artists in the peak season, some flowers, benches, a little imagination and Voila, Fulford Harbour will be beautiful.

D. RUMSBY,
Fulford.

Enough

If the pace of development continues at its present rate, the Salt Spring of tomorrow will bear little resemblance to the Salt Spring we know today.

It's time for all concerned about this prospect to get up and say enough is enough. If our forested areas are to remain they must be treated with care and respect, not logged off and subdivided.

We don't want or need a mega ferry terminal at Isabella Point. The environmental and sociological implications of such a project would only undermine our already eroded lifestyle. We must say no to an incorporated Ganges. Incorporation will only lead to increased development and commercialization.

We must avoid wanting an ever-increasing supply of goods and services offered in urban areas and stick with our simpler lifestyle. Why else are we here?

If we are, indeed, to "preserve and protect" Salt Spring Island, we can't be apathetic any longer.

If you care about our island welfare, please join and support the activities of the Island Watch Society.

BOB STOPFORD,
Ganges.

Praises

In this writer's opinion, Windborne was an artistic and social success as well as a financial triumph. Replacing the annual Showcase competition with this event that spurred fantasy and fun was more compatible with the creative spirit. It was especially pleasing to see how many children took part.

Those who ran the event deserve lots of praise and thanks.

MAGGIE SCHUBART,
Ganges.

More letters, Page A20

No yearning

Editor's note: the following is an open letter to Transportation and Highways Minister Neil Vant, and to B.C. Ferries Corporation public relations and marketing manager Bill Bouchard, filed with this newspaper for publication.

I hope by now you have realized the anger of Salt Spring Islanders when ill-advised decisions or statements are made without their prior knowledge.

Your advisers cannot realize the need for all Gulf Islanders to maintain their links, not with Victoria and Vancouver only, but with each other and particularly with Salt Spring, where their Lady Minto Hospital and long-term care facility at Greenwoods are situated. The inter-island ferry ser-

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between April 24 and May 24.

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Commercial establishments such as laundromats and beauty salons will receive advance warning of flushing in their vicinity if a request for such notification is received. Please contact the NSSWD at 537-9902.

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capital comment

by **hubert beyer**



VICTORIA -- When Gary Lauk, economic development minister under the NDP government, announced plans for a giant steel mill some 15 years ago, the Socreds -- then in opposition -- weren't impressed.

It was economic lunacy, they said, to build a mill at a time when the steel industry was in an economic slump. I thought it was a good idea at the time. Aside from providing a lot of jobs during construction, I felt that demand for steel would eventually rise again, providing domestic and off-shore markets for a B.C. mill.

The plan came apart, of course, with the defeat of the Barrett government. The new masters of the public purse were too busy denouncing the policies of their predecessors to follow up any potential projects.

Now we've come full circle. Fifteen years after the Socreds castigated the NDP for wanting to build a steel mill, they propose their own version of the mega project.

Preliminary plans for a \$4 billion steel mill were announced last week by Economic Development Minister Elwood Veitch. I didn't badmouth the proposal then and I don't intend to do so now. If the Socreds can bring it off, the benefits will be undeniable.

I should say right here that Veitch didn't actually announce plans for a steel mill. He announced what NDP economic development critic, Colin Gabelmann, called a "pre-pre feasibility study."

All that is certain at this point is that the China Steel Corporation of Taiwan is considering the possibility of building a steel mill in British Columbia. So far, the company has only committed itself to sharing with the province the estimated \$1 million cost of a "preliminary feasibility study."

Plans on downright shaky ground

If the NDP proposal was uncertain, the Socreds' plans are on downright shaky ground. Fifteen years ago, the only major concern was the economic feasibility of a steel mill; today it is environmental concerns that could sink the proposal, even if the economic potential for a steel mill were excellent.

The government is not unaware of the ecological dangers that come with building steel mills. Environment Minister Bruce Strachan says the government will have to be absolutely sure that the technology exists to make a steel mill environmentally acceptable.

To that end, Strachan and Veitch will embark on a world-wide jaunt, looking at steel mills. They'll be accompanied by academics and other people concerned with the environment. I've got to admit that's a good move. Better to involve potential critics and detractors right from the start than having them snipe at the project later on.

One thing Strachan says bothers me, though. In his opinion, the project's environmental feasibility hinges on "the maximum acid production our environment can accept."

He seems to be prepared to foul the environment to quite a degree, if necessary, as long as in someone's opinion it's acceptable. I'd feel a little safer if he said the project will only go ahead if there is no markedly adverse effect on the environment. Maybe I'm splitting hairs, but I've seen what steel mills do to the air.

In the Ruhr Valley, West Germany's industrial heart, there's a perpetual haze over the cities that have steel mills, but the authorities keep reassuring the public that the pollutants are within acceptable and safe standards.

Destroyed substantial timber stands

Acid rain from steel mills behind the iron curtain has destroyed substantial timber stands in the Black Forest. Admittedly, these mills operate without any environmental safeguards, but one still wonders what is acceptable.

Strachan says initial research indicates that acceptable standards can, indeed, be met, but I wouldn't want to give the project unqualified support on the strength of that statement.

There's no doubt that the construction of a steel mill in British Columbia would have a considerable economic impact, provided it can find markets for its product. Veitch estimates the number of people the mill would employ at 6,000. Lauk, on the other hand, says the minister is exaggerating. He says 2,000 permanent jobs is a more realistic figure.

As for the possible location of the mill, the government will only say where it will probably not be located, Vancouver Island, the southwest if the province and the Lower Mainland cannot accept acid emissions to the same degree other areas can, according to Strachan.

Considering the environmental hurdles the proposed mill will have to overcome, its future doesn't look all that good. The only two things that can be said with any degree of assurance right now is that the government will probably get some mileage out of the proposal, regardless of whether the mill will ever be built, and that Strachan and Veitch will get a few trips out of it.

And who knows? The first proposal for a steel mill went down the tube when the NDP government was defeated by the Socreds in 1975; it's not out of the question that the process could be reversed this time around.

Board works to eliminate substances

The Gulf Island School district board of trustees is working with a Workers' Compensation Board program and the health committee to develop a policy on the use of harmful materials in schools.

The school board came under attack last week from a Pender Island resident who said the board gave him the "run-around" in his appeal to have harmful substances -- such as rubber cement -- removed from local schools.

Board chairman David Eyles said the board dealt with the Pender Islander's request several months ago by sending out a memo to schools, advising teachers of the potentially harmful effects of rubber cement.

The Workers' Compensation Board has a program called WHIMIS (Workplace Hazardous Materials Information System), which the board is currently working with. The program publishes information on hazardous material commonly used in the workplace. (Updated copies of the most recent information is available to the public at the school board office.)

Through this program, the board hopes to develop a policy on the use of harmful substances in schools, in the near future.

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View from within

Traffic flow on Fulford-Ganges road, seen in this driver's eye view, was slowed and stalled at times last week to allow for laying of pipe under pavement to service new development being constructed on former Devon Lodge site. Development itself is profiled on Page C1 of this week's edition.

Islanders face inconveniences if ferry congestion not tackled

When an emotionally charged issue like the Ferry Corporation's plans for Isabella Point surfaces on Salt Spring Island, it is often difficult to recognize that there is more than one relevant opinion extant on the Island. It is certainly the case at present.

Certain opinions are probably common to most of us: the vast majority of residents share the view that the Island's population should remain as small as possible; an understandable view, but rather unrealistic and even selfish view, since the island belongs, not to us, but to all Canadians.

Most of us feel that the present ferry service is satisfactory, although we still continue to complain about it. Virtually all of us are anxious to retain the Long Harbour ferry connection for several reasons, including the need to retain jobs for our local ferry workers.

We are almost without exception appalled at the apparent duplicity of the provincial government when they asked for our collective opinion, while apparently having already arrived at a conclusion.

We have no trouble placing ourselves in the position of Isabella Point residents whose peaceful existence is threatened. It needs little imagination to visualize the consequences of the south end of the Island becoming a bedroom community for the Greater Victoria area, nor is it difficult to visualize the aesthetic and environmental impact of a new highway to the south end.

But it appears that these considerations have blinded us to some realities. Even two years ago when taking the 8 am ferry from Fulford, the cars occupied no more than half the parking lot. Now it is usually full. The 9:30 am ferry is often overloaded. The 4:30 pm ferry from Swartz Bay is very crowded and not infrequently overloaded. This is the situation

director's report

by hugh borsman

during the off-season.

Last summer the ferry traffic on the Swartz Bay - Fulford run was up some 30 per cent. Presumably, despite wishes to the contrary, the ferry traffic this summer will be even more congested. Two years from now the situation, without a change, will be chaotic. It won't be just the tourists that will be inconvenienced and frustrated, it will also be our own people who presently depend on the ferry for business, medical appointments, recreational opportunities, and sundry other reasons.

This is why it is completely incomprehensible how otherwise responsible people can suggest that the Ferry Corporation should make no plans for the future, but limit themselves to patchwork remedies where a crisis arises. Since it will take the corporation several years to adequately plan for a solution to our dilemma, to leave the impression that this improvident and irresponsible opinion is a majority opinion is completely unacceptable.

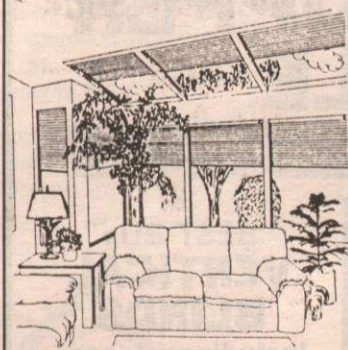
In a poll taken some weeks ago, while the majority opinion was against the Isabella Point proposal, there were a significant number who thought they were in favour, or undecided. We have no more factual information now than we did at that time, and really not in any better position to be dogmatic about a conclusion.

Bruce Patterson said it all, when he declared: "It is them or us." If Fulford Harbour Village is not going to be squeezed out of existence by ferry traffic, then it appears that it is Isabella Point that is going to bear the burden. If our local hard-working committees can provide information that might influence a final decision of

the government, so much the better.

The only plea I would make is that the wishes and concerns of all the people on Salt Spring Island be considered, and that a single minority view -- i.e., do nothing -- won't be interpreted as an official statement of policy for us all.

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Strengthening of Trust doesn't require complexity

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

By NICK GILBERT

Rita Johnston, the minister of municipal affairs, recreation and culture, is presently considering significant amendments to the Islands Trust Act.

For the past two years islanders, regional districts and the Islands Trust have had extensive input into the minister's review process. The following is an attempt to summarize the recommendations put forward by the Trust. They may be weighed against the proposed legislation when it appears.

In March 1987, the provincial cabinet agreed to a request from Rita Johnston that the section of the Islands Trust Act that would breathe life into the Trust Fund should finally be proclaimed, after a 13-year wait.

This action may have raised some serious questions. The Act itself was not sufficiently clear as to how the fund was to operate. Perhaps Trust critics argued that the organization lacked the stability and public support to take on a significant land-holding function.

Whatever the reasons, the minister called for a review on May 22, 1987, and a Select Standing Committee was established, under Chairman Dave Mercier, to inquire into the following aspects of the Islands Trust Act: the object; governmental structure, including representation; provision of local government services; and the Islands Trust Fund.

On December 10, 1987, Chairman Mercier reported to the House, after a series of public hearings in August and after receiving hundreds of written submissions. Significant recommendations were based on the fact that the Trust Act had wide support.

Therefore:

The Trust area should be reorganized under the Islands Trust Act on a regional district format.

The object (mandate) should be maintained, as presently defined.

A Trust area Regional Community Plan should be created.

The Islands Trust, given this scenario, was to be continued and strengthened. It would continue to be responsible for land use regulations and community planning, its mandate would be preserved, and it would take over the servicing functions from the seven regional districts that now serve the islands.

Why, then, did an emergency meeting of the Islands Trust Council, one month later, reject the trust regional district proposal? We must look more closely at the other Mercier recommendations, and council's reaction to them, to understand the reasons.

Council first dealt with the specific structure of the Trust. It recommended that: the Trust Council become recognized in the Act as "The Trust" (it is not now a legal entity); Council be responsible for formulating general policies on matters affecting all islands, and position papers to guide and assist local trust committees on local matters; Council be responsible for electing General Trustees to serve as an executive committee; Council be assigned the power and responsibility to establish an overall policy plan for the Trust area to incorporate and interpret the Trust mandate; and that Council be charged with the responsibility to establish the levy for property taxes for land use planning and regulation and bylaw enforcement functions, and to administer the budget for this.

To return to the Mercier report, Council recommended that the Trust not be organized under a regional district format. In debating this matter, many Trustees stated that they had concerns with the regional district format. These included: the possibility of losing the association that the Trust now has with other government agencies and the ability to establish protocol agreements; losing sight of the special "preserve and

guest column

protect" mandate and becoming a regional district, just like any other; no direct support for the regional district concept was heard at the public hearings held by Mr. Mercier's Committee; and there was doubt expressed as to whether the Trust could supply the level of services that constituents expect.

It was also suggested that the Trust take this opportunity to request that the Trust's position as local planning authority be strengthened and improved without becoming a regional district.

Council naturally agreed with the report's suggestions that "the object of the Trust be maintained," and that "a suitable regional community plan for the Trust area be adopted to reflect the object."

The report had recommendations on representation and structure that were directed at establishing a regional district, including the designation of service areas within the Trust boundaries. These were not acceptable, given

Council's rejection of the regional district format.

On the subject of services and operations, Council found most recommendations either not acceptable or not applicable. It supported the concept of establishing

local service areas, through existing regional district. (Proposed regional district legislation would allow local elected councils to take responsibility for local services.) Council strongly endorsed the recommendation that "guidelines should be established or refined for each ministry dealing with Trust Area matters to ensure their operations conform with the object, and where possible, delegate responsibility to local areas."

The Mercier report deals with financial implications, and Council rejected the recommendation that incorporation be encouraged. Council requested that revenue sharing grants be made available to it.

On the subject of the Trust Fund, Council agreed that objectives should be defined. Other suggestions were not useful, as the fund is already operational under current legislation.

Regarding general matters, Council was supportive of two forest-related initiatives:

to request owners of large timber stands who are not legally re-

quired to prepare and file forest management plans to do so; and to consider the management of all timber stands when developing the Trust Area Regional Community Plan.

On transportation and Highways, Council recommended "that the subdivision approving officer for the Trust should be an employee of the Trust." After amendments, Council supported a statement that "the ministry of transportation and highways should modify provincial road standards to suit the special nature of the Trust islands."

To sum up, the Standing Committee seemed to have heard the overall enthusiasm for the Trust and its mandate, and made some significant attempts to deal with some of the concerns raised by the public. However, it failed to understand that the popular request to strengthen the Trust did not necessarily indicate the creation of a complex regional district.

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

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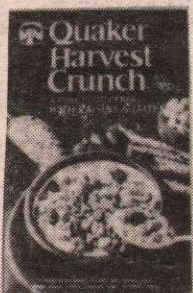
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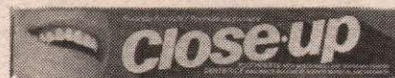
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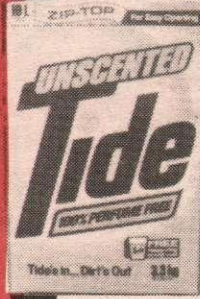
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Testing the waters

Josie Ball (left) and Chrissie Letkeman from Mrs. McKeachie's morning kindergarten class at Salt Spring Elementary learn how to test waters for pH levels at the salmon hatchery at Cusheon Lake.

Forest company slash burning leaves angry residents in wake

FROM PAGE A1

which would like access to the leftover wood on these sites. But MB has been less than obliging, she adds.

Christian calls slash-burning "an appalling consequence" of large-scale industrial clear-cut practices on the island.

Bruce Francis, manager of MB's Cowichan Woodlands Division, told the Vancouver Sun last week that slash-burning is necessary to create the right soil conditions for replanting, and to prevent an uncontrolled fire from sweeping through dry bush left on the ground after logging.

But Christian says there is plenty of research that casts doubt on the effectiveness of the practice. "It's not imitating nature," she says, arguing that slash-burning can actually reduce soil fertility by destroying micro-organisms.

"They burned everything they possibly could," says Dale Lyon, a CCA member and Fire Warden for North Galiano. Lyon says the slash-burning caused the worst air pollution he's ever witnessed in his 15 years in the Gulf Islands. "The smoke was like a fog on the whole Trincomali Channel."

Lyon says that although he is healthy and has never experienced breathing problems in the past, last week's

burning caused him to cough and burned his eyes.

That was a common complaint among many Galianoites last week, as a veil of acrid smoke hovered over valleys on the island.

Don Anderson, a member of the South Galiano volunteer fire department, says the slash-burning is an extreme health hazard. He says that last Friday smoke and ash from a slash fire near the island's garbage dump drifted down-island, pushed by prevailing winds, and many students at Galiano School -- including his nine-year-old daughter -- complained of sore throats and eyes.

"It's bloody ridiculous burning slash in an area where people are living. People shouldn't have to be subjected to that."

Lyon says MB chose a bad time to burn and should have shut down the operation with conditions as they were. He also said the company does not warn islanders when it is going to burn.

"The fire department is very concerned about it because when (a fire escapes) we'll be the ones leading the fight. What scares me is we're not equipped for it and if one ever gets away, (the slash-burned areas) are close to people's property lines."

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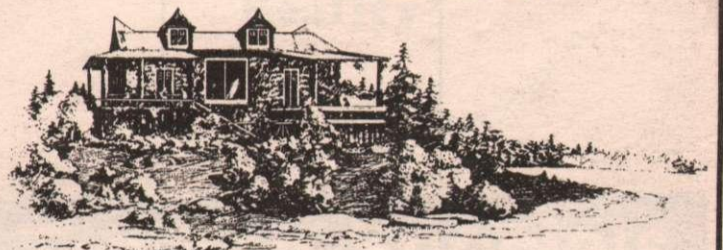
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8	9	10	11	12	13	14
				<p>May 12 & 13 — S.S. Hysterical Society Comedy Nights - Off Centre Stage, 8 pm.</p>		
15	16	17	18	19	20	21
<p>May 15 — Ladies Auxil., Legion Br. 92 - General Meeting, 8 pm.</p>				<p>May 19 — New Earth concert - world music - Off Centre Stage, 8 pm.</p>	<p>May 20 — Lamb Barbecue - 11-7 pm, Chamber of Commerce, H.H. Hotel Grounds. — IODE pie sale; 10 am - Centennial Park. — RC Legion, Br. 92, Auction & Estate Sale, 10 am. May 20, 21 & 22 — S.S. Painters Guild Spring Show & Sale, 10 am - 5 pm at S.S. Art Gallery.</p>	<p>May 21 — S.S. Jazz Society Spring Jazz Brunch 11 am - 2 pm. Harbour House.</p>
22	23	24	25	26	27	28
			<p>May 25 — Annual Library Tea - for library volunteers past & present, 3 pm - 6 pm at home of June Perry, 351 Mtn Pk Dr.</p>	<p>May 26 — 3:00 - 6:00 Salt Spring Elementary School Spring Carnival, sponsored by Salt Spring Elementary Parents Group.</p>	<p>May 27 — Cantata Centro-Americana - Costa Rican folk troupe, Off-Centre Stage, 8 pm. — Salty Wheels Square Dance Club - wind-up dance, Activity Centre, 8 pm.</p>	<p>May 28 — Salty Wheels Square Dance Club. Breakfast & dance, Canadian Legion, Meaden Hall, 9:30 am - 12 noon.</p>
29	30	31				

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Saturna residents propose stationing crews on island

A group of Saturna Island residents concerned about proposed ferry changes thinks it has a way to improve service for the Outer Gulf Islands.

Saturna Island sheep farmer and former Capital Regional District (CRD) director and chairman Jim Campbell spoke on behalf of the group at the April 11 meeting of the Minister of State's Task Force on Transportation for the Vancouver Island-Coast Region. Also voicing concerns at the meeting were groups from Galiano, Mayne, Pender and Salt Spring islands.

Campbell told the seven-member panel that a petition, containing the signatures of over 100 Saturna residents demanding improved service, would be forwarded to the task force.

Campbell said that when the Mayne Queen and Salt Spring-Tsawwassen service first became operational, Saturna had a much better service to the Lower Mainland than it does now.

He said it makes more sense to base ferry crews on Saturna. This was attempted once in the past, but failed due to what Campbell



Jim Campbell

calls poor management by the ferry corporation.

Basing the crews on Saturna, he said, would not only boost the island's economy but allow the ferries to run with greater efficiency: when based at Swartz Bay, the ferry makes a nearly empty round trip each day, adding about 2.5 to

three hours of non-revenue operation.

Campbell said there may be a solution to Saturna's ferry problems, if B.C. Ferries would recognize there is more than one ferry route in the Gulf Islands.

The Saturna delegation revealed the following proposal: two efficient vessels, similar in speed and size, would operate two separate routes. One would serve Galiano and Mayne islands, the other would serve Saturna and Pender to Swartz Bay and then return.

Campbell said a 70-vehicle, 40-knot vessel serving Saturna and Pender could operate on an easy two-shift basis out of Saturna, providing four round trips for Saturna and six for Otter Bay, for a daily capacity of 420 vehicles.

The other branch of the service -- Galiano and Mayne -- may well operate a different type of schedule. For example: Galiano to Mayne to Swartz Bay and back again.

This would make for a comfortable 2.5 hour turn-around, Campbell explained.

Transportation task force urges respect for island, Trust mandate

FROM PAGE A1

The brief identifies several concerns regarding the relocation of the Fulford ferry terminal to Isabella Point: the social, economic, and environmental impact to the island; damage to the groundwater; the Indian burial grounds at the proposed site; the Agricultural Lands located in the access route; and the proximity of this site to the Ecological Reserve.

The task force also believes relocation of the terminal would result in the following: an incentive for commuters to move to the island, accelerating its population growth; negative impact on the tourist industry; loss of appeal to retirees, who now make up over one third of the island's population; significant increase in traffic volume, resulting in pressure to rebuild much of the main road system -- widening and reducing horizontal and vertical curvature -- thus increasing speed limits.

"Residents and visitors stand to lose the benefits of the quiet, unhurried life, for which the island is known," the brief states.

The task force says it is aware that traffic on the Swartz Bay-Ful-

ford ferry run is increasing: "We believe and recommend that a number of steps be taken to delay, if not preclude, the need for any major changes in the system."

The task force did not include its list of alternatives in the brief, indicating they should be ad-

ressed in consultation with the ferry corporation and the ministry of transportation.

"As islanders," the brief states, "we are basically satisfied with service to date: any changes needed are minor, and they do not need great capital outlay."

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arthur black



It's just as well that I wasn't born in Britain, Holland, Denmark or any other monarchy, because I've never really been comfortable with the concept of Royal People.

My introduction to bluebloods came when I was watching a stage play -- Shakespeare maybe -- back when I was just a little tadpole of nine or ten. I can still remember the funny-looking guy dressed in bloomers, tights and a ruffed collar, a long skinny pike-staff in his hand, standing on the stage and croaking to the audience "The King is dead; long live the King!"

That threw me. I never really got into the play after that. I kept saying to myself, wait a minute -- is the King dead or isn't he?

I think I've been a little spooked by the whole idea of royalty ever since. Royalty in all its forms. I was spooked by those on-the-street reports from in front of that King's castle last August. For one thing I was somewhat startled to learn that the King's castle was in Memphis, Tennessee. Then there were all those people milling around, some of them crying. And the flowers. Tons of flowers, from all over the world. Bouquets shaped like hearts . . . bouquets shaped like guitars . . . bouquets that spelled out, in carnations and gardenias and roses, messages like Elvis Is King, and We Love You Elvis.

Lot of faithful followers

The castle in question was the much-fabled Graceland, pleasure pit and final resting place of Elvis Aron Presley, 1935-1977. The people milling around were Elvis fans from all over the world who made the pilgrimage to Memphis to observe the anniversary of their Saint's death.

Spooky. The guy's been dead for nearly 12 years, but every August 16th this clot of faithful followers washes up against the gates of Graceland.

Did I say clot? Amend that to "multitude." They come by the thousands. This past summer on one afternoon alone, more than 5,000 disciples lined up and waited for hours in 95 degree heat, just to pay their respects.

Lots of other rock stars died untimely deaths -- John Lennon, Janis Joplin, Otis Redding, Buddy Holly -- but each passing year makes their legends a little hazier. Which is the way it's supposed to work -- time heals all wounds and all that.

Not so with Elvis. He's getting bigger in death. Some of his staunchest fans couldn't have been more than grade schoolers when Elvis was an actual breathing human. In a few years there will be fans carrying candles at Graceland who weren't even alive when Elvis was around.

The Elvis revival is not just a downtown Memphis phenomenon. Last year a radio station in Cincinnati, Ohio decided to play Elvis records.

Just Elvis records. Twenty-four hours a day.

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Can a radio station make money doing that? You bet your blue suede shoes they can. Two weeks after WCVG switched to the all-Elvis format, revenue had soared a pelvis-rattling 700 per cent.

And there's no fear of running out of programming. Elvis left behind 652 singles and 90 albums before he went to that Last Big Audition In The Sky.

That's if . . . ahhh, in fact Elvis did shuffle off his mortal coil. The out-and-out spookiest aspect of the whole Elvis cult is the growing number of Presley devotees who don't care about Elvis Revival because they don't think Elvis needs to be revived. They contend that Elvis . . . lives. These folks believe that Elvis faked his death in that Graceland bathroom back in 1977 to escape the pressures of fame, and that he's been kind of gliding around the world incognito ever since, just waiting for the right moment to reveal himself and reclaim the throne of the King of Rock and Roll.

Well, if I learned anything from the Salman Rushdie affair it's not to make fun of religious fanatics and zealous nutballs, so I'll just say no comment . . . beyond noting that if Elvis is alive, he's closing in on 60 years of age . . . and probably still a binge eater, which is to say, obese.

Veteran honoured

Salt Spring resident Bill Dodds was honoured at an April 9 dinner held in Cowichan to commemorate the First World War battle of Vimy Ridge.

Dodds, one of the Canadian soldiers who stormed the ridge and recaptured it from the Germans in a battle widely held to be representative of Canada's coming-of-age, was a guest of honour at the dinner, sponsored by Royal Canadian Legion Branch 93 (Cowichan).

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Isabella Pt. residents propose changes for Fulford terminal

The Isabella Point Protective Association believes that enlargement of the Fulford ferry terminal to include a slip for the Tsawwassen-Outer Gulf Islands ferry would solve a number of the ferry corporation's problems.

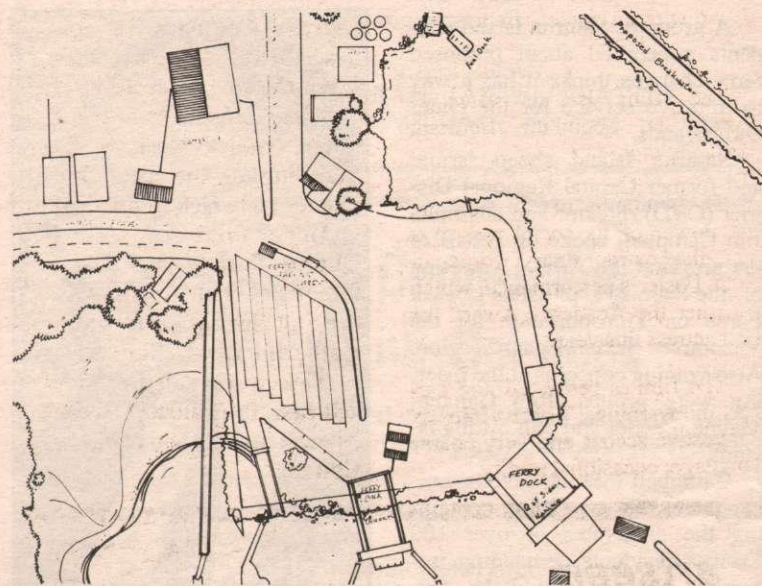
In a brief to the provincial committee studying transportation issues in British Columbia, the association outlined a proposal to enlarge the Fulford terminal, making it the link to Swartz Bay, the Outer Gulf Islands, and Tsawwassen.

In doing so, the association said, the corporation would be saved the cost of constructing a new terminal and highway at Isabella Point.

The brief proposes the corporation consider enlarging the present parking lot to the north and south. By barging in enough material, it says, the area could be enlarged to provide parking adequate to accommodate both the present Bowen Queen, her eventual larger replacement, plus the ferry that presently serves Long Harbour.

Pay parking and a drop-off/pick-up area would also be established for foot passengers. According to the group's proposal, the new slip for the Queen of Nanaimo would be located south and adjacent to the present Bowen Queen's slip, at the proper angle to allow her to go astern. If dredging is necessary to accommodate the large vessel, tailings could be used to add to the terminal's expansion. Any materials or structures to be salvaged from the Long Harbour terminal could be barged to the new Fulford site.

A modest breakwater would be



Sketch shows shape of revamped facility

required to weatherproof the present terminal and any future installations.

Also proposed is the relocation of the government fuel dock to an area closer to the bulk tanks it serves, and inside the breakwater.

The association feels the enlargement and twinning proposal would accomplish the following:

1. Elimination of the present traffic chaos in the Fulford Village.

2. Through use of the current Salt Spring-Tsawwassen run scheduling, the parking area for the Queen of Nanaimo could be used for overloads and heavy mid-morning Swartz Bay traffic.

3. Maintenance of Salt Spring's direct link to Tsawwassen and the Outer Gulf Islands. (And cost savings, through more efficient use of having one ter-

minal serve two runs.)

4. Islanders employed by the ferry corporation could remain on Salt Spring Island, where their payroll is important to the economy.

5. Small enterprises that now exist primarily through patronage of ferry passengers would continue to prosper and Fulford Village -- relieved of traffic problems -- could regain its status as an attractive seaside village.

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Cinema offers powerful film

The *Accused*, Island Cinema's presentation at Central Hall on April 22 and 23, is a powerful movie with an unpleasant story to tell.

The film is an effective morality tale about the aftermath of a gang rape.

The strengths of the film are the power of its social message, and the extraordinary force of Jodie Foster's performance, which won her the Academy Award for best actress this year.

The film is restricted and carries the warning; "Some violence, suggestive scenes and very coarse language; occasional nudity."

Society slates concert

The Victoria Choral Society will give Salt Spring Islanders the opportunity to hear its presentation of Haydn's *Creation*, when it travels to the island later this month.

The choral society is scheduled to perform in the Salt Spring Activity Centre on April 23, beginning at 3 pm. *Creation* is described as Haydn's finest choral work; it was written in 1798 when the composer was at the height of his creativity.

Creation is an oratorio for chorus and three soloists, with text taken from Genesis in the Bible, and Milton's *Paradise Lost*. Focusing on the creation of the heavens and on life on earth, it is particularly rich in musical descriptions of nature.

Under the direction of Bruce More, the 125-member Victoria Choral Society has expanded its repertoire to include many famous choral works of the 18th, 19th and 20th Centuries. For the Salt Spring performance, the society will be joined by soloists Catherine Lewis, Simon Norton and Tom Fetter.

Tickets, on sale for \$8 at *et cetera* or at the door, are likely to sell fast. (Organizers are expecting a sold-out performance.) The concert has been arranged on Salt Spring, by the Community Arts Council.

artseen

by gary cherneff



If you have a burning desire to vent your environmental concerns, or to just get more national exposure for your artwork, here is a surefire opportunity. The Prairie Gallery (at 10209-99 Street, Grande Prairie, Alberta T8V 2H3) is hosting a "Moose by Mail" art exhibition.

This exhibition is open to anyone "who has a particular affinity with "moose" as a pet or as a subject of admiration. If your work can be mailed, Prairie Gallery will display it, whether it's three dimensional, a drawing, photo, painting or other. Deadline for entries is June 30. Send \$5 publication fee; all entries will be shown.

Closer to home, with an entry deadline (for slides) of May 12, the 9th annual Northwest International Art Competition this year the competition is for crafts with an emphasis on woodworking and furniture. It is sponsored by the Allied Arts of Whatcom County and the Whatcom Museum of History and Art (Washington State).

Open to all residents of Pacific Northwest

The event is open to all residents of Washington, Oregon, Idaho and B.C. The jurors are: for woodworking, Art Carpenter, a leading American designer craftsman; for ceramics and glass, Robin Hopper, of Metchosin, B.C.; for metal and jewellery, Kiff Slemmons; and for fibres, Larry Metcalf.

Over \$1,250 in awards will be extended to those artists whose work is judged to be of the highest order of excellence. For more information, contact Allied Arts of Whatcom County, P.O. Box 2584, Bellingham, Washington, 98227, or phone (206) 676-6981.

If you're looking for a summer holiday experience with a creative slant, Haystack Rock Summer Art Program at Cannon Beach, Oregon, looks like an attractive opportunity. The bias in this program is towards the music and literary arts. Five-day workshops in flatpick guitar, old-time fiddle and mandolin are complemented by courses in choral conducting, flamenco, jazz improvisation on flute, and a comprehensive program on steel drums.

The latter includes instruction in making and tuning the instrument, its role in music education, and "traditional and contemporary steel drum performance."

Expository writing is focus of literary arts

Ellie Mennette is the principal instructor in this program. His name is indelibly linked to the development of this West Indian instrument, earning him acknowledgement from the American Alliance of Arts and Crafts, the Metropolitan Museum of Art and the Smithsonian Institute.

The literary arts focus is on "expository writing" -- creative non-fiction -- poetry and lyrical prose, writing in the oral tradition, fiction writing techniques and imaginative literature.

Some visual arts courses such as paper making, watercolour painting, mixed media painting, portrait and outdoor photography round out the summer schedule.

Haystack Rock is administered by Portland State University. Academic credit is available for most courses. The course fees are in the range of \$200 to \$550 per session.

For more information contact Portland State University, P.O. Box 1393, Portland, Oregon, 97207, or phone (503) 464-4812.

P.S. Workshops are also available for children, so the whole family can enjoy the holiday on this popular beach.

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country gourmet

by john edwards



Second of two parts

On the morning after we lunched on 1950s hamburgers instead of the elusive steak and lobsters which, in Port Hardy, existed only in our famished imaginations, we found the road to the Cape Scott trailhead to be ghastly. Stones and mud relieved occasionally by gaping holes which contained only bigger stones and deeper mud. Perhaps those who drive this way often have kept sane by putting up their own distinctive signs. The first one we encountered certainly made an impression.

A large station wagon, of the kind used by house painters or Canadian cigarette salesmen, sat on a rock ledge beside the road. It was completely squashed under the weight of a colossal saw log that had been dropped squarely upon it. The same person had then painted on a dirty board this warning: "Expect the Unexpected."

I slowed down. Around the corner the only house we would see on this road was crouching in a shamble of old cars. A wooden sculpture adorned with what looked like tusks sat on a stump in what passed for the front yard. It, too, was garnished by a sign: "Elefant Crossing."

After an hour of this you come to Holberg, a hamlet asleep at the head of a serpentine, misty inlet. On Easter Sunday there was, of course, no chance of a meal so we munched granola and apples and felt holy.

Nearby is an army base which contains 400 people who guard a radar screen. For what purpose, though, it was hard to say. The military policemen at the gate affected an air of secrecy while professing an openness which I found annoying.

Lashed by blasts of wind

The trail to Cape Scott proved out of the question. Lashed by blasts of wind, and rain which fell in almost horizontal sheets, a feat I had thought impossible, we settled, after a conference, for a day hike into San Josef Bay.

This is reached by three slippery miles on a cedar boardwalk that sinks into the sodden earth under your boots. The trail and the two uncommunicative people we met at the end of it were the only human intrusions in a medieval forest of cedar and sitka spruce. The way leads like a piece of string around the columns of a sprawling cathedral. At San Josef Bay were sea caves, howling winds, and slate grey sands.

After inspecting the caves we noticed a hardy couple in their fifties. Soaking wet, they nevertheless contemplated the rolling seas with stoic satisfaction. Like a pair of badly stowed sails they both had been wrapped in sheets of white plastic and gave the impression that, if not actually part of the landscape, they must have stood at the head of the bay for hours, if not days.

"Which half of the beach do you want," the man growled when we got too close to ignore. "The top half or the bottom?"

"We can share," I yelled into the wind. He didn't bother to answer as he turned his reddened, streaming face back into the weather. We had, it seemed, ceased to exist. Obviously it was time to go home to the Gulf Islands.

On the empty gravel roads from Woss Camp to Gold River and then into early evening on the paved highway to Campbell River I was distracted, as usual, by visions of food. The missed dinner in Port Hardy had begun to obsess me.

We roared into Campbell River at half past seven while the RCMP were home gorging on Easter turkeys. The Discover Inn (DI to the locals) dominates the waterfront but, like everything else this holiday weekend, was closed. In desperation I remembered the Haida Inn, a place which lacked charm, unless you go in for close encounters of the alcoholic kind in its bar and lounge.

Atmosphere always difficult to read

To my amazement a poster in the window practically begged me to come and enjoy their Seven Day A Week Special Of New York Steak and Tiger Prawns For An Incredible \$7.95.

We screeched to a halt and got past the lobby at a dead run. The empty dining room didn't look open, but then it didn't look closed, either. The atmosphere in The Haida, I recalled from the days when I taught school on nearby Cortes Island, was always a little difficult to read.

I went up close to a person, perhaps a waitress, who stood with a wistful expression by the coffee.

"You not going to duffill me are you?" I asked.

Evidently she hadn't read Paul Theroux.

"You bet I'm not, fella. You want Jokers next door. That's where the live entertainment hangs out."

I tried again, speaking very slowly, "Is this restaurant, in fact, open?"

"Why not?"

"Will you, then, bring us both an excellent dinner of steak and prawns?"

"Comin' right up."

"For \$7.95?"

"Of course. Coffees first?"

Needless to say, Easter dinner at The Haida was the best, and certainly the cheapest, I could remember. If only Duffill could have joined us.

Islander tops field in regional contest

Anne Lyon has a gift for gab. But now the member of the Salt Spring Island Hysterical Society is taking her show on the road, so to speak.

Lyon, winner of the Salt Spring Speakers Club 1989 speech contest held last month, added to her trophy case last weekend by winning the council-level competitions held at the Coast Bastion Inn in Nanaimo.

Lyon defeated nine other speakers from clubs throughout the Vancouver Island region. She now advances to the regional finals, set for Bellevue, Washington, on May 28. That competition will see her pit her talents against the best speakers Alaska, the Yukon, B.C. and Washington State.

The winners from that competition will proceed to the North American competition held this year in Las Vegas. Lyon, who won the Salt Spring competition with a speech examining the public's growing awareness of environmental issues, took top spot in Nanaimo with an address on the dominating role television plays in today's society.

For the Nanaimo competition, each contestant was given their choice of a phrase or one of two words on which to base their speech. They then had two weeks to complete their speeches.

Lyon chose the word fascination and said it took her two mornings to complete her address. The speech had to be a minimum of five minutes in length, and no longer than eight minutes. Too long or short meant the contestant would be disqualified.

Lyon said four other members of the Salt Spring Speakers Club who travelled to Nanaimo to hear her speech became quite concerned about the length of time she was taking.

"I noticed they were looking a little frantic," she said. "As it turned out, my speech was seven minutes and 54 seconds long. They told me if I ever put them through that again they would kill me," she mused.

This is the first time Lyon has won the Vancouver Island competition. After winning the Salt Spring competition two years ago, she came in third at the council-level speak-off.

Contestants were judged on organization, logic, clarity of argument, grammar, imagery, presentation, poise and audience rapport.



Anne Lyon



SALT SPRING COMMUNITY SOCIETY NEWS

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- ★ 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.



ROYAL CANADIAN LEGION BR. 92

Events & Activities

- Wednesdays, 7:30 pm FUN DARTS
 - Saturdays, noon BRIDGE
 - Saturdays, 3-5:30 pm MEAT DRAWS
 - Sunday, Apr. 30 TRIATHLON
- Start 10 am—bar open 11 am-6 pm

MEMBERS & GUESTS WELCOME

Floor tiles on sale until April 30. Not sure?? Call the office at 537-5822.

WORKWEAR WORLD

SIDNEY

"IN THE SIDNEY CENTRE"

OPEN: MON, TUES, WED, THURS, SAT: 9 AM - 5:30
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656-1970



TOLL FREE DIRECT LINE
537-4067

SLEGG LUMBER

TIM-BR-MART
MON-SAT
7:30-5:30

A COMPLETE HARDWARE AND BUILDING CENTRE

Congratulations to Diane Geary of Lautman Drive, Salt Spring Island, our door prize winner of a Sunbeam propane BBQ.

A special thank you to all contractors and homeowners who came out to meet the members of our Floor Covering Department.

TOLL FREE DIRECT LINE 537-4067

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IMPORTANT NOTICE

From the Workers' Compensation Board of British Columbia

The Workers' Compensation Board of B.C. has a fundamental commitment to providing workers and employers with compensation services and occupational safety and health services.

While a disruption of some

services during the current labour dispute will occur, we are striving to ensure that essential safety and compensation services will continue.

This notice contains important information for everyone in B.C. affected by WCB services.

Hours of Operation, Monday through Saturday 8:30 A.M. - 4:30 P.M.

COMPENSATION CHEQUES

Your Pension Benefits

- All pension cheques for disabled workers and dependents will be mailed as usual. This also applies to Criminal Injury pension cheques.

Your Wage Loss Benefits

On Existing Claims

- We will endeavour to maintain wage loss payments on existing claims. Efforts will be made to process such wage loss cheques for current claims on the basis of medical reports, received by mail, confirming continued disability.

- If your wage loss cheque for an existing claim is delayed by more than two weeks, please call the WCB's Richmond office at 273-2266 - or toll free at 1-800-972-9972.

For more information, call your local Area Office:

Courtenay: 338-5484	Prince George: 563-9264
Cranbrook: 426-6694	Terrace: 635-6536
Kamloops: 374-5621	Vernon: 545-4401
Nanaimo: 754-4431	Victoria: 381-2223
Nelson: 352-2291	

On New Claims

- Employer injury reports should be mailed as usual to the Workers' Compensation Board.

- Our best efforts will be made to adjudicate and pay new claims.

- Service on new claims will be delayed, therefore please wait two weeks before calling us about the status of your claim.

Criminal Injury New Claims

- Our best efforts will be made to pay new claims.
- For information about Criminal Injury Compensation, please call 276-3129.

REHABILITATION CENTRE (Clinic)

The Rehabilitation Centre will be closed for the duration of the labour dispute.

Alternative Physical Rehabilitation

- Claimants currently receiving treatment at the WCB Rehabilitation Centre should contact their doctor for alternative treatment.

VOCATIONAL REHABILITATION

- This will be limited to emergency payments only.

PERMANENT DISABILITY PENSIONS

- Payments on existing pensions will continue.
- New pensions will not be processed at this time.

PAYMENT FOR MEDICAL SERVICES

- Payment of medical, other related services and prescriptions will not be processed at this time.

DOCTORS' REPORTS

- Doctors' reports and other correspondence should be mailed as usual to the WCB.

OCCUPATIONAL SAFETY & HEALTH SERVICES

- Management in our OS&H Division will respond to complaints of imminent hazards to the health and safety of workers in British Columbia.

- As required, investigations into fatal and serious accidents will continue.

Telephone

- 276-3100 for a response to accidents and imminent hazards to health & safety. Or call toll free to 1-800-972-9972.

- Occupational Safety and Health inquiries for Area Offices: call 276-3200.

Emergency Line

- 273-7711 will continue 24-hour service as usual.

ASSESSMENTS

Employer's Registration and Assessment

- 1) EMPLOYER REGISTRATION service will be maintained.

- Employers still have the responsibility to contact the WCB at 276-3081 to register.

- 2) CONTRACTORS' CLEARANCES. For verification of status of an employer's account, contractors should call 276-3080.

- Regular Assessment payments should be mailed as usual to the WCB in Richmond.

- Due to the labour dispute, WCB Assessment services in Area Offices are not available. If you need assistance, please call 276-3081.

The WCB is making every effort to bring the current labour dispute to an equitable and timely conclusion. Your patience and understanding is greatly appreciated.



WORKERS' COMPENSATION BOARD OF BRITISH COLUMBIA

more letters

Best place

Two recent events have restored my faith in islanders' common sense and honesty:

1) The public transportation meeting where disparate people spoke with one voice against the ferry proposals; and

2) The unknown benefactor who returned my purse to the GVM after I absent-mindedly left it in a shopping cart outside the store.

Thanks to all concerned -- this is the best place to be!

MARY C. WILLIAMSON,
Ganges.

Water aid

People on Salt Spring island are interested in safe, pleasant-tasting water.

I wonder if they would be happy to know that the Salt Spring Island World Development Fund has provided developing countries with \$2,550 in the last three years to help water problems.

All projects qualify for grants from CIDA so that actually \$10,200 has been spent to bring potable water to people who need it.

Please support the annual ecumenical tea on Saturday, April 29, at the United Church, at 1 pm.

OLIVE MOUAT,
Ganges.

Slur to grads

In the issue of *Driftwood* dated Wednesday, March 29, 1989, the police report mentioned an early grad party that was dispersed. This "early grad party" was unknown to most of the grads and was not an organized event.

We have already written to the RCMP, Ganges Detachment, and informed them that we do not appreciate being unjustly blamed.

Grad is coming very soon and controversy always follows: this makes it very hard for us, as a grad class, to organize events concerning grad -- even harder if people already think badly of us.

Kindly reserve your distortions for politics which is the appropriate place for misrepresentation and drummed up controversy.

KIRRA KORRISON,
Grad Council President.

One sided

Your recent coverage of the ferry service debate has been one-sided, in my opinion. Perhaps this has happened because those of us who use ferry service on a regular basis have become too accustomed to the overall high level of service we have received.

My family and I use the Long Harbour and Fulford service several times per week. As the traffic volumes have grown on the Long Harbour run, larger boats have been used to maintain the service. The Fulford run, however has experienced a huge traffic volume increase; 30 per cent rise in 1988 over 1987.

In my opinion, something has to be done. There are overload conditions on several morning sailings to Swartz Bay and on the return afternoon sailings to Fulford. To continue with the existing equipment and/or terminal is not acceptable to me. I do not want to

have to get to a terminal 30 minutes or more before a sailing to ensure I get on a particular sailing.

I was one of the 20-odd islanders (including members of the transportation committee and Frank Richards of your paper) who attended a briefing from the executives of BC Ferries about their plan to study the merits of moving the Fulford terminal to Isabella Point. We were told that a preliminary evaluation made the move appear feasible and they wanted to conduct a detailed analysis of costs and benefits.

They told us of the sharp increase in traffic and estimated that, with a 4 per cent annual increase in island population, the traffic levels would continue to increase.

They commented on the inadequate Fulford terminal area and the need to add more travel space every day.

They favoured using a shorter run of 15 minutes from Isabella and the opportunity to provide adequate parking for foot passengers (which does not presently exist at Fulford).

The road to Isabella Point would be built inland. Any land purchases would be made by negotiation. Lastly, they told us that they would report back to us when the study was complete.

I think the Ferry Corporation is trying to solve a real problem in the proper way. Why can't we wait until the results are available before we decide whether we are for or against?

RON McQUIGGAN,
Ganges.

Get started

In speaking with Parents for Playgrounds organizer, Sheila Sayer, I was surprised to learn that very few island families have made donations to the open accounts at the local bank of Montreal and Credit Union. In fact, only \$25 has been deposited into these accounts.

I was thrilled at the idea of being able to go to a new playground with my grandchild. And I know as a former preschool teacher that the Island is in need of more suitable equipment for young children. Already Centennial Park is buzzing with children enjoying the newly started equipment.

So, come on people, at last we have a project young and old, North and South can support. It is an opportunity to contribute to the children of the Island.

Making a donation is so easy! Please make your donations this week! Let's get the playground finished and start the playing!

CHRISTINE DONNELLY,
Fulford Harbour.

Disappointment

Editor's note: the following is an open letter to Transportation and Highways Minister Neil Vant, filed with this newspaper for publication.

When I read your statement that the island had been consulted about the Isabella Point Proposal, and that there was general acceptance of the proposal, I was just as indignant as the rest of the island. What consultation? What agreement? Whom did you consult?

When I realized later that your statement was based on the February 8 meeting with the B.C. Ferry Corporation here on the island, I was stunned. Flabbergasted. Floored.

I was so amazed that I reviewed the tapes of the meeting to see if there was something happening that I had missed. And I was relieved to discover that my memory is not failing.

The tapes confirm my recollections of the meeting. Not one of the island speakers said that Isabella is a good idea. On the contrary, all the island participants at the meeting expressed doubts, reservations or concerns, or asked questions, that pointed up their reluctance to accept Isabella at this time. It was our feeling that B.C. Ferries had accepted our strong and often-expressed feeling that a meaningful study would have to be done before we could make any decision. We also asked for direct dialogue between B.C. Ferries and the island, since the proposal would have such a drastic effect on the Island.

I came away from the meeting feeling that we had finally opened a channel of communication with the B.C. Ferry Corporation. Finally, B.C. Ferries was listening to the island, and we would get a study, and we would be consulted about our future before any decision was made. It turned out to be just another in a never-ending series of disappointments in our dealings with B.C. Ferry Corporation.

We would like to ask you, sir, to see to it that we get our study, and that any changes to Salt Spring Island be put on hold until we get our study. We would like further to request that your ministry make available the funds and the facilities to do a proper study, and that the Islands Trust be the body to undertake the study.

DAN EVANISHEN,
Salt Spring Island
Transportation Committee.

Thank you

The graduating class of 1989 would like to thank all the people who bought tickets for our beef raffle and supported our grad class in its fund-raising event. Thank you to the grads who worked hard to sell their tickets and to the Gulf Islands Trading Company's meat department, who supplied the prizes.

Winners were:

Ray Fraser, hindquarter of beef.

David Halliwell, one whole lamb.

Les Mollet, grocery hamper.

All prizes can be claimed at Gulf Islands Trading Co. Bring in tickets please.

GISS GRAD CLASS.

Premature

The poll you are conducting this week is untimely.

The question of whether the ferry terminal needs to be moved from Fulford becomes legitimate after a variety of alternatives have been considered in consultation with the agencies concerned, and their social and economic consequences evaluated; not before.

SYD WIGEN,
Chairman,
Transportation Task Force.

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