

# Gulf Islands Driftwood

Your Community Newspaper

THIRTIETH YEAR, NO. 21

50¢

GANGES, BRITISH COLUMBIA

WEDNESDAY, MAY 24, 1989

After 10 days, smell is something else

## Dead sea lion left on beach

By JIM BLACK

At high noon there's a high aroma rising up from Bader's Beach on Salt Spring and no one is willing to do anything about it.

A large, dead sea lion was washed up on the shore just east of the Collins Road beach 10 days ago, and efforts made by local residents to get various government agencies to remove the carcass have fallen on deaf ears.

"We have contacted the police, the SPCA, the Coast Guard and the ministry of fisheries about the sea lion, but no one seems too interested about it," said local resident, Peter Blackmore.

"I'm not sure it is such a good idea to have a large dead animal lying on a public beach," he continued. "We considered stacking a bunch of wood around it and burning it, but the fire

department advised against it because the sea lion is too close to shore and this is a very dry area. I suppose we have to accept this as part of the price you have to pay when living on the ocean."

Mother Nature, which put the dead creature on the beach in the first place, hasn't helped matters either.

Since the carcass washed ashore on May 14, tides have not been high enough to remove it. Add to that the warm, sunny weather we have enjoyed over the past week and you get a smelly scene.

Blackmore, who may lose his sense of smell over the situation, maintained his sense of humour: "I think the police should come and arrest it for indecent exposure," he mused.



## Lady Minto nurses maintaining care

Job action on "non-nursing" related duties were in effect at Lady Minto Gulf Islands Hospital Monday, as nurses province-wide moved into a legal strike position.

Job action began at 4 pm Sunday when the B.C. Nurses Union (BCNU) 72-hour strike notice expired. The union's previous four-year contract ended March 31, and on May 17 nurses voted 94 per cent in favour of job action.

Nurses at Lady Minto Hospital were still performing "nursing" duties Monday as the union waited to resume bargaining on Tuesday. Hospital administrator Diane Horovatin said nurses were not performing non-nursing duties, such as paperwork and switchboard activities, but were continuing with all "hands-on care."

"Direct patient care is not being harmed," Horovatin said.

At this point, the hospital had made no plans to shut down any services, she added.

The BCNU is asking for a 33 per cent wage increase, bringing the hourly general duty start rate from \$15.07 to \$20 per hour. Also among the items on the bargaining table are a 23.3 per cent increase for "around-the-clock care," a recognition of nurses' family responsibilities, plus improvements in the areas of casual nursing, scheduling, employment security, and health and welfare benefits.

The BCNU says a nursing shortage in British Columbia is the crux of the issue and dramatically improved working conditions are necessary to begin addressing this shortage.

## Full force

Salt Spring residents travelled to Crofton last Saturday to show displeasure for impacts the town's pulp and paper mill has on area's environment. Story, page A6.



## Fighting the flames

Volunteer firemen were called out around noon last Saturday to fight brush fire on property off Don Ore Road, just south of Ganges. It's believed fire started from smouldering embers left after some burning had been done on land a few days previously. Story, page A3.

## INSIDE



### Chamber barbecue

Event draws good turnout on Saturday. Story Page B1.

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## Flames destroy ship in harbour; Fulford man suffers burned hand

A Fulford man suffered burns to his hand and two other adults, plus a child, were forced into the water on Sunday when an 18-foot vessel burst into flames.

Fulford resident Dan Akerman, four adults and a six-year-old child were using the boat for diving purposes in Fulford Harbour.

Two adults were in the water, diving for crab, when the incident occurred.

According to local RCMP, the group safely started up the boat and journeyed into the harbour. When Akerman started the boat up a second time, however, the motor flashed and caught fire.

Those in the vessel were able to jump into the water before the tanks blew and the boat was engulfed in flames.

A nearby sailboat rescued the group from the water.

The scene was attended by Salt Spring volunteer fire-fighters, the RCMP, the Coast Guard vessel Skua and auxiliary Coast Guard members.

Akerman suffered burns to his right hand, but the other adults and child were not injured, police said.

The 18-foot fibreglass vessel, which belonged to Cowichan Marine Services, was totally destroyed. Cause of the fire is being blamed on a gas leak.



### Keepsake

Tom Toynbee accepted framed photograph of the *Master* from its captain, Rien Vander Velden, and chief engineer Dick Smith (top) last Friday after historic steam-powered ship visited Ganges while en route to Victoria. Photograph will hang in Mouat's Mall to mark visit. The ship, escorted into the harbour by the *RFM*, a sister ship built at the same time and in the same yard, was open all Friday afternoon and evening for islanders wishing to take a close look at piece of coastal shipping history.

## Motel units headed to island via barge?

Plans are underway to float a 38-unit motel complex, using a series of barges, to Salt Spring Island and reconstruct the buildings on the north shore of Bullock Lake.

The motel, which is to begin arriving in Ganges by barge on June 2, was purchased by Salt Spring Island resident Rick Rockliffe.

Islands Trust chairman Nick Gilbert told *Driftwood* last week that although the property is zoned to allow a motel, he is concerned about the availability of water in the area.

"Already the residents in that area are feeling the shortage (of water) in the dry summer months," he said. "I feel the water supply is a major concern, but there is nothing we can do about it. The area was blanket-zoned quite a while ago and a motel is allowed under this zoning. Personally, I think the zoning was a monstrous mistake."

## Public hearing set for Monday

# Rezoning attempt criticized

While a property owner affected by a proposed rezoning before the Islands Trust says the move poses a threat all residential land on Salt Spring, the Trust chairman notes the rezoning bid is confined to one property only and should end up protecting residential areas.

The land in question is owned by Robin Wood and houses a non-conforming automobile repair business. The latest in several attempts to give the operation legal status takes place this Monday, May 29, at an Islands Trust public hearing.

The portion of the Wood property housing the automobile repair business is proposed for rezoning from agricultural land to rural service. In exchange, an adjoining block of land purchased by Wood is also proposed for rezoning, from industrial to agricultural.

Nearby property owner Gary Greico is concerned about the possible repercussions of the rezoning of Wood's land from agricultural to rural service. Uses in the new zone would be limited to motor vehicle repairs and parts sales, small machinery repairs and accessory storage.

Greico said approving the rezoning would open the doors to the new zone being applied on any residential plot on Salt Spring, particularly where home occupations are in operation.

"This is absolute dynamite," he said. "It means no residential area is protected on this island. Anyone who owns residential property should be concerned."

He continued: "If this continues, we might see a raft of people on the sidelines, with illegal businesses, come out of the woodwork. The possibility is there for industrial spot-zoning all over the island."

Greico finds that prospect galling because, he said, the Eric Booth property on Rainbow Road has been designated for industrial zoning; the Wood operation should be located in an area set aside for industrial use, not in a residential zone, he argued.

"This is a zoning change in a residential area that residents have been fighting for three years," he said.

Trust chairman Nick Gilbert, however, disputes the argument about the Wood rezoning setting a precedent that could be applied to other residential parcels.

"There's no such thing as a precedent giving more chance for a rezoning," he said. "Each (application) is dependent on a public hearing; each one is judged independently."

Gilbert added that the rezoning bid is an attempt to restrict the

Wood operation "to what it is now," and to build in setbacks and screenings that would limit its impact on the area.

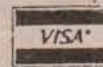
The Trust chairman said that if there are a number of home occupations on the island, it means a lot of local needs are being met. If those businesses are not covered by present bylaws, the rural service zone offers a way to protect their neighbourhoods.

The Wood application is one of several rezoning bids to be presented to a public hearing at the Monday Trust meeting. It's set to begin at 10 am in the Harbour House Hotel.

## CONTRACT SALES Bert ter Mors

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17	0145	9.8	20	0225	9.6
	0910	3.2	SA	1020	1.1
WE	1645	9.2		1900	10.5
	2100	8.1		2345	9.2
18	0155	9.7	21	0250	9.6
	0930	2.3		1055	.8
TH	1735	9.8	SU	1940	10.7
	2155	8.6			
19	0210	9.6	22	0045	9.3
	0955	1.6		0315	9.5
FR	1820	10.2	MO	1130	.7
	2245	9.0		2020	10.8
			23	0145	9.2
				0350	9.4
			TU	1210	.7
				2100	10.9
			24	0240	9.1
				0420	9.2
			WE	1250	.9
				2140	11.0

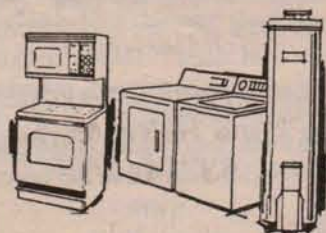


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### Jumping for hearts

Students at Fernwood Elementary School skipped rope last Friday afternoon to help raise funds for the local Heart Fund drive. Earlier, their counterparts at Fernwood Elementary School also contributed to campaign. Last year, students at the two schools raised a significant portion of the \$12,000 collected on Salt Spring for the Heart Fund. This year's goal is \$10,000, most of which comes through donation envelopes mailed to homes in April.

### Three applications rejected

## Two liquor outlets okayed

The provincial government has reportedly approved but two of six applications for new liquor sales outlets on Salt Spring Island.

Three of the four remaining applications have been turned down, while the fourth is still being processed, according to Salt Spring's director to the Capital Regional District (CRD), Dr. Hugh Borsman.

The Liquor Licensing Branch could not be reached for comment on the holiday Monday. Earlier, it had declined to answer questions on the status of the individual applications.

Applications apparently approved by the province are for a new marine pub on the Harbour's End marina site, and for a beer and wine sales outlet at the Harbour House Hotel.

Rejected by Victoria were applications for marine pubs at Grace Point and at the Fulford

Marina, and for a beer and wine sales outlet at the Fulford Inn.

Still being processed is an application for a liquor licence for a resort planned for Bullock Lake.

Dr. Borsman, meanwhile, is discussing the decisions with the Liquor Licensing Branch. He said he was especially concerned by the rejection of the Fulford Marina marine pub application on the basis of its close proximity to the Fulford Inn neighbourhood pub.

Pointing out that the Harbour's End marine pub will be directly across from the Harbour House Hotel, he said the branch should be consistent in its decisions.

He also noted that the Fulford Marina offers all of the marine services needed to qualify for a marine pub licence, while the Harbour's End site must still install some of those same services.

## Volunteer fire-fighters battle hillside flames

Volunteer firemen on Salt Spring spent several hours mopping up a smouldering brush fire that erupted into flames mid-Saturday.

Fire chief Les Wagg said the owner of the Don Ore Road property was apparently clearing the site by burning brush a few days before Saturday's fire. He was not sure what caused the fire to ignite on the weekend, but said an increase in wind could have set off any smouldering coals.

Fire-fighters were able to bring the blaze under control soon after they arrived on the scene.

If the property owner did not have a burning permit, Wagg said, he would likely be responsible for all costs incurred while the fire was fought.

On the provincial scale, investigations into people-caused wildfires have been stepped up in order to reduce the government's cost of fighting forest fires.

"Persons found guilty of an offence can be billed for damages and fire-fighting costs, and we intend to

prosecute," Forest Minister Dave Parker said last week in a prepared statement issued by his office.

So far this year the total cost of fire suppression in the province is \$936,000.

In the first week of May, fighting human-caused fires cost the public nearly \$500,000. In comparison, the fighting of four fires caused by lightning cost \$40,000.


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## Road networks need attention

*Second of two parts*

While the ferries that link the outside world to the islands are the most important aspect of transportation to islanders, road networks are going to become increasingly important as the population grows. And unless we begin planning now, the roads that link residential areas to ferry terminals on Salt Spring Island will become woefully inadequate.

On top of that, there is a growing number of hazards on island roads that need to be dealt with for safety's sake.

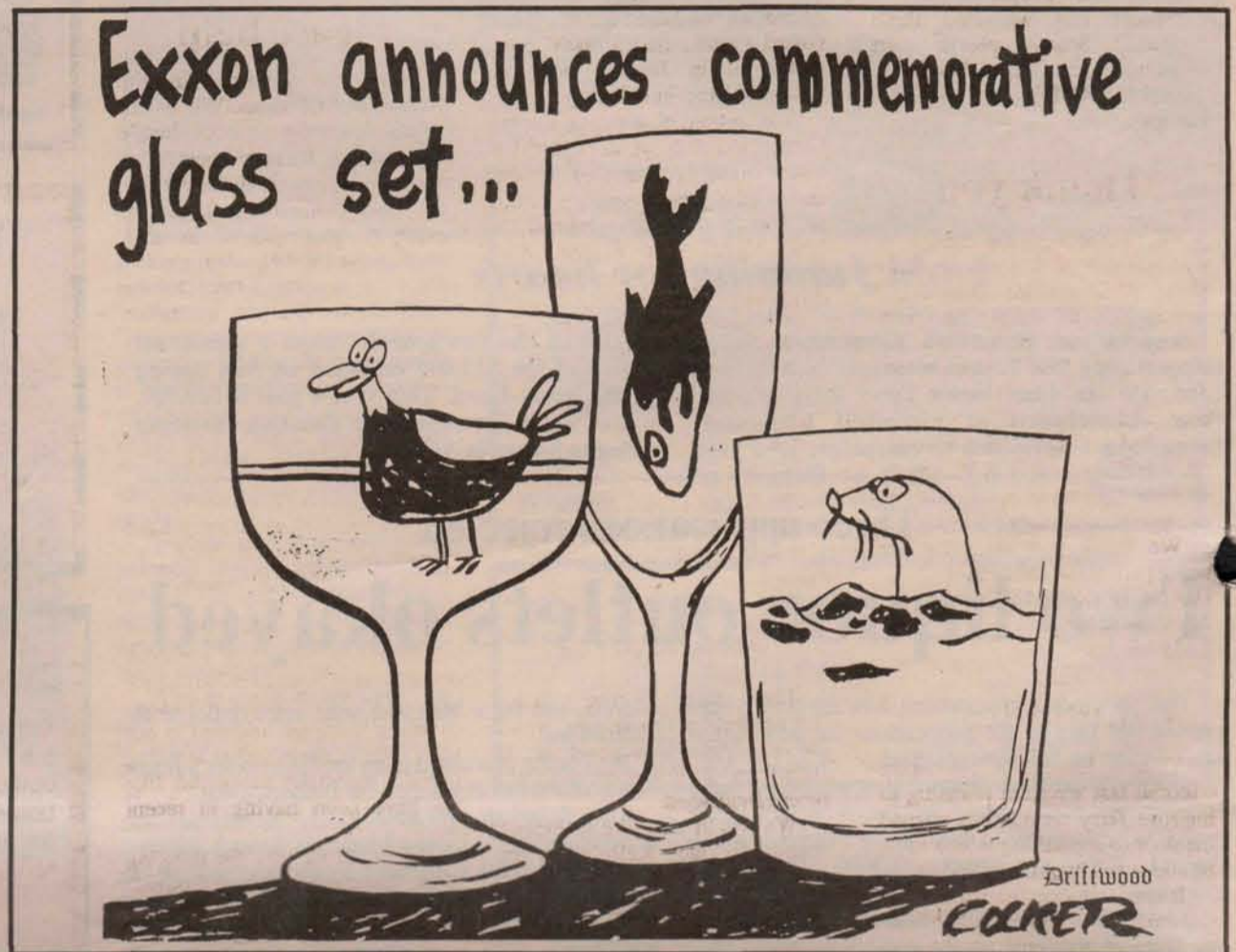
There is no doubt that vehicle traffic volumes on Salt Spring are growing and will continue to do so. With a population growth rate that must now exceed five per cent annually, our secondary highways, particularly Fulford-Ganges Road, will not long be capable of moving traffic quickly and efficiently.

The obvious answer is to begin looking at locating passing lanes at a minimum of four places between Fulford and Ganges. There are currently only four sections of road where passing is permitted, and only two of them are of adequate length. Should the Fulford ferry terminal be moved to Isabella Point, and the Long Harbour terminal closed, then even the proposals being made here would be inadequate to upgrade the highway sufficiently.

Vesuvius Bay Road will also require attention. As the Vesuvius-Crofton ferry route is the most efficient link we have, its use ought to be promoted. With the bulk of the Salt Spring population at the island's north end, the Vesuvius ferry could one day see more traffic than Fulford, especially as the commercial centres of Duncan and Nanaimo continue to grow.

Of more immediate concern is the elimination of some of the hazards that now exist. Blind hills and curves such as those near the entrance to Fulford Marina and just north of the Garner and Fulford-Ganges Road intersection will one day be the scene of an accident.

In Ganges, the Fulford-Ganges and Lower Ganges Road intersection remains one of the most hazardous meeting places ever devised by a highways planner. None of the various traffic plans tried over the years at



this intersection has ever worked well. But short of traffic signals, it's difficult to recommend a remedy.

McPhillips Avenue could also use some attention. When it was blacktopped during the paving program a few years ago, no one gave any thought to the road's width and to parking requirements. Today, with vehicles parked on both sides, it can only handle one-way traffic. Perhaps it should be designated a one-way street before someone loses his door while leaving his vehicle.

There are other areas that require attention and other issues, such as the perennial problem of bicycle traffic. If cyclists are going to continue visiting the islands, and there is no indication that they are not, we must devise a means of moving them, and vehicle traffic, safely.

The question that arises next is that of jurisdiction. The highways department cannot be expected to address local needs, as a provincial agency, with a feeling for local concerns. Neither the Islands Trust nor the Capital Regional District has authority over transportation. The Chamber of Commerce and other local groups have in the past tried, at times with limited success, to represent islanders in matters such as this.

Perhaps it's time to look once again at incorporating Salt Spring as a district municipality. Otherwise, the Trust, as an elected body, would have to be considered as the agency best suited to representing the wishes of islanders with respect to transportation. One thing is certain: planning must begin now.

## Reluctant dogs, life at sea looks like difficult mix

A quiet thought somewhere in the recesses of my mind imagines that some day, somehow, it might be enjoyable to live aboard a boat. Each time that thought pushes its way to the surface, however, it must confront certain impracticalities.

Last Saturday, my eyes, mind and myself were wandering along the floats at Harbour's End. Just yards away in the harbour, a dinghy was poking its way among the boats tethered offshore. In the small craft was a man and his dog.

The dinghy and its two occupants twisted this way and that, eventually turning around and sliding up beside one of the moored vessels. The dog, a model of decorum, was unperturbed by its passage over the waters. It quietly leaped aboard the ship and waited for its master to follow.

**my word**

---

**by duncan macdonnell**

May as well forget about living aboard a boat, I thought, casting an envious eye on the dog. I knew that neither of my two canines could duplicate its self-assured calm; both had tried, as visitors to ships of friends, to find their sea legs, and both had failed miserably.

Take the case of the ducks. Three feathered friends once landed off the stern of my friend's sailboat. Both of my pups, their

retriever genes kicking into overdrive, bounded overboard with nary a thought of the consequences. The ensuing storm of spray, feathers, barking and quacking did not subside until we followed suit, dragging the pooches back onto the deck.

They did not know how to use the ship's ladder, you see.

That episode stuck in my mind when I returned home Saturday

night. If certain inabilities of my dogs prevented me from living on the water, I thought, it was time to try to correct those shortcomings.

There is a ship's ladder to the loft. Soothing words and strategic pats calmed the suddenly-cautious pups; one at a time, they were carried up, their 70-pound frames slung over my shoulder like big bags on onions. Once up, they were delighted by the adventure.

Later, it was a different story. The sight of the drop to the floor below froze the dogs. They cowered in corners, refusing to move any closer than four feet to the edge.

One at a time, I wrestled with them, enduring paws to the eyes and forehead, elbows to the ribs and fur flying all over my newly-cleaned sweater.

Advancing to the ladder, I tottered as the dogs heaved and squirmed like a ship in heavy seas. Gingerly moving downwards, I had to fight both the law of gravity and the whimpers of protesting passengers.

I suffered more injuries as they struggled, but none was as notable as the look of bewilderment in two pairs of brown eyes.

The dogs raced off, barking with relief. I brushed myself off and heaved a sigh of frustration. I suddenly realized that while most people choose a boat by picking one of two options — power or sail — my predicament was slightly more complex.

Either I endure countless injuries while trying to train the dogs to climb ladders, or I start shopping for barges.

letters

**Start stocking**

I'm wondering if the increase of cervical cancer is due to the use of chlorine-bleached tampons.

Milk cartons, baby diapers, tampons and all chlorine-bleached paper contain small amounts of highly cancer causing dioxins.

I would certainly buy unbleached paper products or paper bleached using the less harmful oxygen bleaching process, even if it costs a bit more.

I think most people would.

Where can we find these products? Stores, please start stocking these products. Now.

JOAN WERNER,  
Ganges.

**Thank you**

On behalf of the board of management and staff at Lady Minto Gulf Islands Hospital, I would like to thank the community for their enthusiasm and support at our May 12 open house. The day was a tremendous success, and without the very hard work and assistance of the Hospital Auxiliary, we would not be able to present such a well equipped community hospital.

We thank you all again for being part of the celebration.

DIANE HOROVATIN,  
Administrator,  
Lady Minto.

**Luddites**

Your thought provoking editorial last week on planning to improve ferry service has opened the door to something which must be addressed by ALL islanders.

It appears once again a few individuals (when compared to total numbers of residents), are trying to impose their convictions upon the rest of us.

Perhaps those few rarely, if ever, have reason or need to go off island. As well, they seem to desire restricting those wishing to come on, except as one spokesman said on radio, for cyclists and kayakers. Therefore it seems by making travel as intolerable as possible they feel other residents will have to follow their insular example.

I for one, resent this "burn the bridges" attitude of these 20th Century Luddites and would politely remind those elected representatives among them they represent all the people of this island — not just the few who constantly recur on the letters pages with their responses being the only correct answers to any situation.

R.J. THOMAS,  
Ganges.

**Feeble**

The defense given in the editorial of May 10, regarding Sea

Capers' inability to find out the grad 89 date, is feeble.

We found out last week that Sea Capers actually made an inquiry with the high school secretary back in January 1989, regarding the date. At least four high school students have parents on the Sea Capers Committee.

Some years ago Sea Capers passed a resolution not to conflict with graduation. A letter was sent to GISS grad parents of 1989 on April 10. It stated that the Sea Capers Committee regretted going against its resolution but the Coast Guard vessels had already been confirmed in January and the Shriners' Band in February.

The action of the Sea Capers Committee displays disregard for other major community events and for the general welfare of the community on the weekend of June 23-25. Who in the community could become informed enough to be concerned?

We have young adults trying to plan very carefully an important event in their lives; take responsibility and have consideration for all involved. We have in contrast "real" adults who think they are acting in a responsible manner.

Who is more responsible?  
MARGIE KORRISON, parent  
KIRRA KORRISON, student  
Ganges.

**Supportive**

The Salt Spring Island Transportation Committee would like to express its support for the 'late ferry' as it was outlined in a recent *Driftwood*.

We would also like to express support for Judy Kelly's bus service. The more we transfer our dependence from private automobiles to public transport, the better off all of us will be.

D.W. EVANISHEN  
Ganges.

**No controversy**

I am writing this letter in reaction to the editorial of May 10, 1989. I disagree with the fact that the "Great Grad — Sea Capers Debate of 89" should be history. I am concerned with the welfare of the grad class and the welfare of the island. I want this grad to be a success.

The whole grad class has worked hard to fund-raise for graduation. We don't want controversy so close to grad, which is a big event in our lives.

It seems as if we have been coerced into making concessions for the advantage of Sea Capers.

We (the grad class of '89) were willing to sit with the Sea Capers Committee and discuss events we could all co-operate in. However, Sea Capers did not want to do that.

There is also the question of community resources and their

availability: tables and chairs, for instance.

Sea Capers had passed a resolution a couple of years ago to promise not to conflict with graduation.

We're being made to feel as though the conflict regarding the dates is our fault. We refuse to take blame, because of the responsible manner with which we have chosen to plan our graduation.

KIRRA KORRISON,  
Student.

**Please help**

There's a problem in the Amazon Rain Forests. Whites are tearing down the Amazon Jungle and ruining Indians' homes as well as polluting air and water.

I think something should be done! If you believe in this, there's a way to help. Join me and others in writing letters to the government. There's a chance WE can help.

ROBYNN GARRELS,  
Grade 4.

**Thank you**

*Editor's note: the following is an open letter to the Rotary Club of Salt Spring Island, filed with this newspaper for publication.*

Please accept this letter with our thanks for your most generous contribution to our Life Skills program. The picnic tables were sturdy and a welcome addition to our yard. The students enjoy working outside, especially in weather like we have been having in recent weeks.

Again, thank you for thinking of us. We appreciate your thoughtfulness and generosity.  
STAFF AND STUDENTS,  
Life Skills/Support Services Unit.

**Correction**

A letter to the editor in last week's *Driftwood* said three logging trucks had once hauled three million board feet on Galliano Island over 25 years. The time span should have been 2.5 years.

**More letters,  
page A9**

ROYAL CANADIAN LEGION BR. 92



**Events & Activities**

- Sunday, May 28 ..... PANCAKE BREAKFAST  
9-11 am, \$3.50. Watch the Square Dancing 10 am-noon
- Monday, May 29, 8 pm ..... OPEN MEETING  
on Veterans/Seniors Housing with guest speaker  
George Laurie of the B.C. Housing Commission
- Wednesdays, 7:30 pm ..... FUN DARTS
- Saturdays, 1 pm ..... BRIDGE
- Saturdays, 3-5:30 ..... MEAT DRAWS

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# Salt Spring takes protest to gates of Crofton mill

Clean up your act or shut down was the battle cry of close to 150 people who converged on the Crofton pulp mill last Saturday to voice their objections to the mill's continued violations of pollution control regulations.

The assembly included representatives of Salt Spring, who travelled from Vesuvius aboard the Greenpeace vessel Vega. At the ferry terminal in Crofton, they were met by members of the North Cowichan Environmental Protection Association.

Other organizations represented at the protest were Greenpeace, the Salt Spring Sierra Club and the Island Watch Society.

Brian Killeen, spokesman for Greenpeace, told the gathering that the focus of the protest was to mourn the loss of the blue heron colonies in the area.

"The blue herons have given up," he said. "From 1983 to 1987 scientists from the Canadian Wildlife Service measured a 600 per cent increase in dioxins in heron eggs near the Crofton mill. Either the eggs didn't hatch or they yielded only dying chicks. Finally they gave up and left."

"But there are still about 1,200 employees and their families living here who are exposed to the same pulp mill poisons."

Sue Hiscocks, chairman of the Salt Spring Sierra Club, told the crowd the mill, reportedly the fourth-worst polluting mill in Canada, continues to jeopardize the health and welfare of the nearly 70,000 people living on Salt Spring and in the surrounding communities of Vancouver Island. "Since the Crofton mill has moved into expanded production, their profits for last year were recorded at \$180.2 million," she said. "That's nearly a million dollars profit every two days."

"In addition to the vast volume of organochlorines going into the water daily, the mill uses 216 million litres of fresh water daily, several tons of solids and an estimated five tons of sulphur dioxide, a constituent of acid rain are emitted into the air daily."

Hiscocks continued: "Fletcher Challenge have embarked on a massive public relations campaign instead of taking responsibility to clean up its act. The public wants action now; and unbleached, recyclable paper products. The position of the Sierra Club is that Crofton mill either change over to a technologically safe process or shut down."

Once the assembly was organized and each person given a



Contingent marches past mill

symbolic blue heron egg made of paper-mache, the three-kilometre march began to the main entrance of the mill. Once there, the eggs were laid across the road to block any traffic from either arriving at or leaving the mill.

While waiting at the entrance to the mill property for the assistant plant manager to arrive from his home in Maple Bay, more speeches were made, by David Williams of the Island Watch Society and Hugh Steed from the North Cowichan Environmental Protection Association.

Williams said the 550-strong Island Watch Society has "strong words" for Crofton mill. "Short-

term profits and gains can no longer take precedence over the health and welfare of the people. We urge the huge forestry companies to divert their advertising campaign money to the cleaning up of their operations. This is a matter of life and death," he said. Steed said that while he had hoped for a stronger show of support, the Saturday event was a good start. "I used to sit back and not get involved in these things," he said. "But I can't do that any more. Our group is concerned about this mill, the people living around it and the pollution it is causing. Something has to be done now; there has been far too much talk and not enough action."

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Notice is hereby given that the ANNUAL GENERAL MEETING of the RATEPAYERS will be held on Wednesday MAY 31, 1989 at the FERNWOOD SCHOOL LIBRARY at 7:00 p.m.

Agenda for this meeting will be Annual Reports and the Election of TWO DIRECTORS for a Two Year Term and the Election of THREE WATER COMMISSIONERS for a Two Year Term.

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# 'No need to take sides -- yet -- on ferries'

There is no particular need, so far, for calm or heated debate on the relative advantages, or disadvantages, of expanded ferry facilities at either Fulford Village or Isabella Point. For one thing, none of us know enough about it, and I suspect that the Ferry Corporation also has a lot of homework to do.

It is most important that we, as Salt Spring Islanders, try and arrive at some consensus as to not only what we really want, but what we need. Add to that the realization that some things are practical and achievable, and some things are not.

The present attitude towards expanded ferry services ranges all the way from those who would place signs at entrances to ferry docks serving Salt Spring Island, saying "Tourist, go home," to those who have little or no concern about the number of persons who live here, or come to visit. We can safely say that most of us fit somewhere between.

Before we go too much further, I believe we should concentrate on assessing, for ourselves, the actual need for expanded service. When I had a pleasant and informative meeting recently with Mr. Bill Long, Chairman of the B.C. Ferry Corporation, I requested the following information:

The total number of foot passengers and vehicles, and bicycles, if possible carried for each month for the last three years (Fulford-Swartz Bay).

The number of times there was an overload, and on which sailings. This of course may not be available, but they should have some idea.

The deficit for each of the three local ferries.

The estimate of population growth used by the Ferry Corporation in their calculations.

One very important piece of information will be provided in the next two months when ferry traffic reaches its peak. By that time we should, by our own calculations, be able to predict with some degree of accuracy what the situation might be in one to five years. It is interesting that a few people have written, suggesting that ferry service should be adequate, or marginal. However, I have not found any two people who interpret these terms in the same way.

When we have the information I requested, and when some of the Ferry Corporation's plans become better known, we can then turn our attention to the relationship between perceived need and expanded service possibilities. We must realize that any more or less permanent solution to ferry overcrowding will require not months, but possibly years, to implement.

Opinions expressed locally so far support the Islands Trust policy on transportation. In fact the formal presentation by the Community Planning Association Transportation Committee to the Vancouver Island Regional Committee was virtually a copy of the Islands Trust position on transportation. This is fair enough.

However there is a strong possibility that a significant percentage of our population does not subscribe to the views on the ferry proposals. The Trust's approach to this issue is just one view; others have, so far, not been stated.

Like many others I have the distinct impression that the Islands Trust, and its more ardent sup-

porters, would use the ferry service as a way of slowing down traffic to the Island. The Trust says not, but note the following statements from their policy on transportation: "Expansion of service should follow, not anticipate demand," and "the ideal service capacity should be of marginal adequacy," and "peak demands should not be considered in defining ideal capacity."

It is noteworthy that the first policy as stated above — i.e., expansion following, not anticipating demand — puts what is primarily a planning body in the position of rejecting planning! We can, I believe, all accept that the traffic pressure will continue to increase. It is obviously essential that when preparing for this, it will be necessary, in the beginning, to provide facilities that will be more than adequate, which would, over time, possibly become barely adequate.

There are other considerations.

## director's report

by hugh borsman

In a slightly different vein, how many people on the island are prepared to accept the consequences of any significant attempt to discourage people from coming here to live, or just to visit? How many are agreeable to what in practice is a slowdown at the ferry terminals that may, over time, discourage tourists, but really upset our own ferry users? How many people benefit directly or indirectly, from the two-odd million dollars left here each year by visitors? How

many would be agreeable to curtail activities here that attract or accommodate visitors — e.g., tourist and bed and breakfast facilities, the

Summer Festival of the Arts, Sea Capers, the Saturday Market, the Fall Fair, and particularly perhaps the two-month Artcraft? What about all the artisans of varying kinds; what percentage of their income comes from visitors?

Another aspect which has not been mentioned, is that the provincial government has an obligation to the public to provide transportation facilities. With tourism last year producing something just under \$3 billion to the B.C. economy, is it likely that they would deliberately assist in curtailing the opportunity of people visiting particularly attractive areas such as the Gulf Islands? No-one could expect the government to cooperate with any particular area in an attempt to exclude visitors, or even discourage them.

Another concern is that if we become so strident in our objections to increased or improved

facilities and service, and if these changes are not included in the many millions of dollars now being allocated for improved transportation facilities, we may, in only a year or so, find ourselves in serious trouble with no funds, or time available, to find a remedy.

Finally, it should be realized that it will be the government which will make the final decision. Our local transportation report insists that there be no changes that have, "not been approved by the Trust and the community." This is unrealistic. Decision-making is the mandated responsibility of government.

The best we can do, for now, is to maintain, or vastly improve, communications with the government and the ferry corporation. I am convinced that they will listen if we have anything constructive to say. For my part I intend to maintain close contact with Mr. Long, the chairman.

## Weekend takes toll on ferries capacity

The B.C. Ferries Corporation had a very busy long weekend, spokesman Erin Caldwell said Tuesday.

"We added extra ferries and sailings in anticipation of a very busy long weekend and even with that it was extremely busy," she said.

Over the four day period from May 19 through the 22, a total of 45,279 passengers and 12,721 vehicles travelled out of the Tsawwassen ferry terminal, Caldwell said.

The Swartz Bay terminal handled 42,742 passengers and 11,884 vehicles over the same time period. The peak period for the Tsawwassen terminal was on Friday afternoon when 14,255 passengers and 3,633 vehicles passed through the turnstiles.

Included in the crunch were travellers bound for Salt Spring. Reports are 20 vehicles were left behind last Friday night when the 9:10 pm sailing left the terminal.

"People are getting away earlier for their long weekend vacations which means we are getting busier earlier in the day now," Caldwell said of the demands on the system.

"We advise people planning to travel on the ferries to phone ahead for reservations to avoid delays and long waits at the terminals. The extra ferries and sailing times we added in anticipation of the long weekend will continue on until the hourly sailing schedule comes into effect on June 23," she said.

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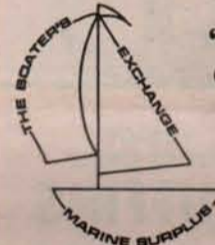
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## Help wanted

I am in the process of compiling a collection of Scottish nursery rhymes and children's songs, and would be grateful to hear from any readers who can recall such things from their childhood.

I am looking for items like *Chap at the door* and *John Smith, fallow fine* (to amuse infants), game songs like *Queen Mary*, ball-bouncing and skipping rhymes such as "the wind, the wind, the wind blows high," and nonsense things like the parody on the "Davey Crockett" song that suddenly sprang up all over Britain in 1956.

I will be pleased to discuss anything of this nature with those interested.

**MURRAY SHOOLBRAID,**  
Ganges, 537-5432.

## Ill-considered

You reported in your April 12 issue that the boards of the Lady Minto Hospital Society and the Greenwoods Society had decided not to recommend fusion of the two societies.

Since this is a total reversal of a move which both boards pushed unreservedly, at the two meetings on the night of September 12 last year, it would seem reasonable to call special general meetings of both societies sooner than the regular annual general meetings in June.

After all, both boards now have to explain to their membership what has happened to make the fusion idea so unattractive, when a few months back it was such a good thing!

The steering committee, which you described as having various members and "an impartial chairman," in fact was barrelling ahead towards fusion, presumably because that is what they thought they were meant to be doing. The recent decision by both boards to dump the fusion scheme is refreshing news, and shows that at long last the people are beginning to count more than empire-building bureaucrats in the Health Services Planning Division of the CRD. (How truly are these people described as the clerks who govern us!)

In a nutshell: Small is beautiful. A global budget is not a good idea because it defeats the entire purpose of budgeting. If you are thinking clearly you don't need to be able to play fast and loose with the funds which have been allotted. So let us turn out in force at the two annual meetings, to make sure that this ill-considered proposal really does get dropped, and the necessary business of the two societies can proceed in a proper fashion.

**COLIN NICHOLSON,**  
Ganges.

## more letters

### Think about it

Since someone has already brought up the subject (thank you) of pet safety, recently I also suffered the loss of my best friend, my cat Tigger.

Finding him dead was devastating. My anger and sadness won't let this go and I need to express it.

The next time you decide to use mouse, rat or slug poison,

please stop and think.

After all, you wouldn't leave harmful pesticides out for a child to get into. Why is someone's pet so different.

Some would say, "Oh! It's only a cat, you can get another one," but to me and many others our pets are like our children.

So again, I stress that you weigh the importance of a manicured yard and totally pest-free garden against that of someone's pain.

**LESLIE SHIELDS,**  
Ganges.

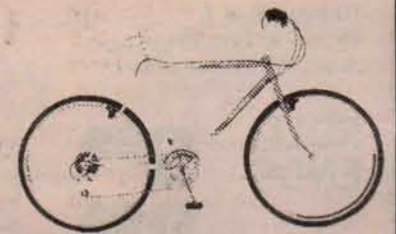
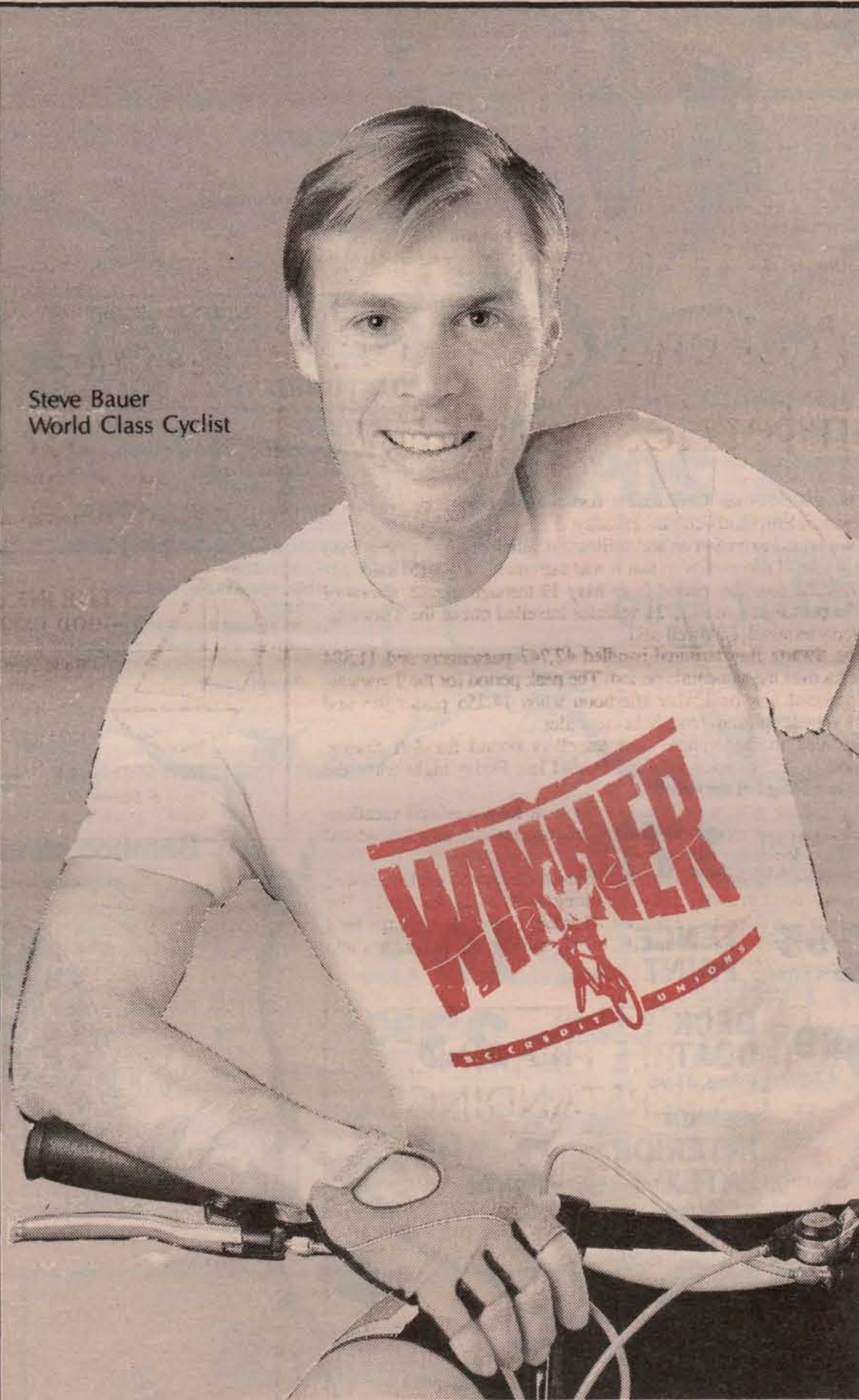
## Thank you

The Salt Spring Island Community Society would like to thank Jim Short, Ron Anderson, Steve Headrick, Pierre Bosnell and Tommy Jeane for a wonderful effort in organizing a dance which led to the donation of \$100 to the Food Bank.

Thanks also to those who went to the dance. This kind of community support is great. Well done!

**BARBARA JORDAN-KNOX,**  
Director.

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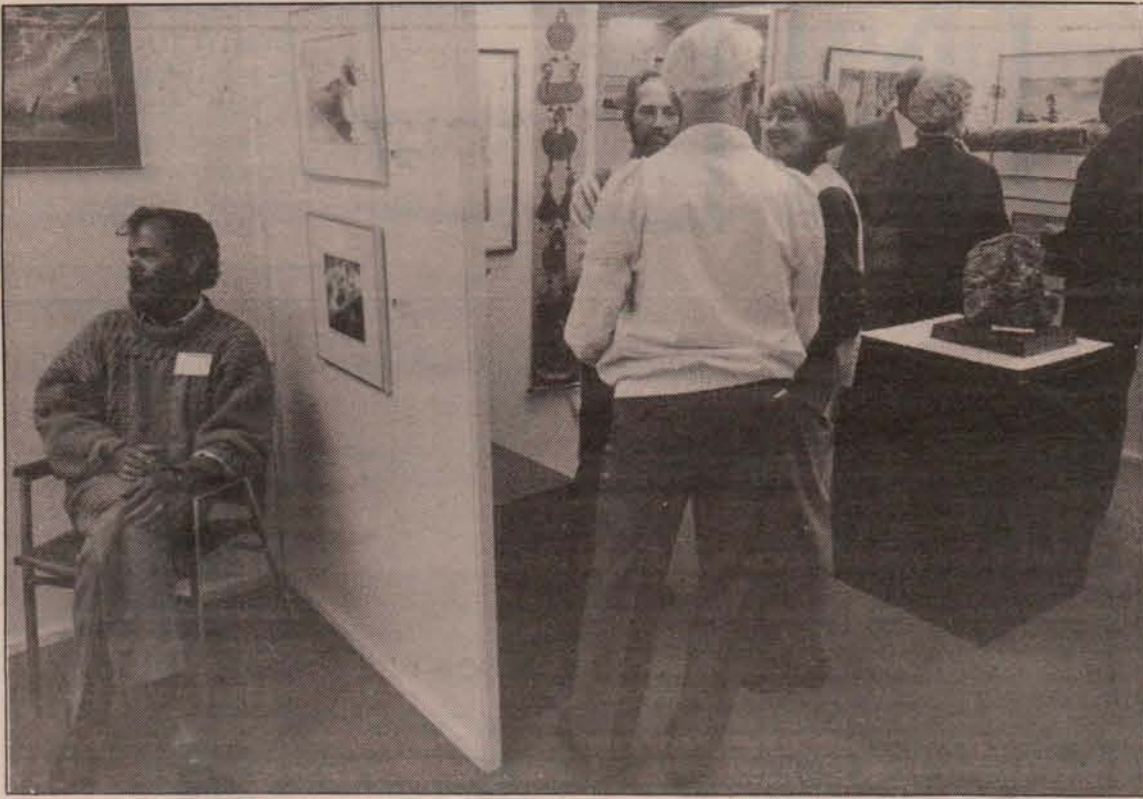
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**Not too far from the crowd**

Garry Thurber (left) takes break in chair while other artists and the public crowd around works displayed last weekend at annual Painters' Guild spring show, held in the Salt Spring Art Gallery above the post office. Thurber, who had two sculptures included in the show, was one of several local artists whose works impressed the public.



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# Declining breath sample bid nets fine, driving prohibition

An "apprehended animosity" and the fear of deportation were the defences used to explain why a Ganges woman refused to provide a breath sample for Ganges RCMP. While Judge Filmer agreed 53-year-old Kathleen McCurdy and RCMP Constable Stephane Caron may have been at "cross-purposes," he found the Quebec Drive resident guilty as charged.

Judge Filmer agreed the RCMP had reasonable and probable grounds to make the breath demand. He fined McCurdy \$400 and prohibited her from driving for a period of six months.

The Judge did not, however, believe there was enough evidence to convict the accused of impaired driving.

McCurdy pleaded not guilty to charges of impaired driving and refusing to provide a breath sample, following an incident last November.

Former Ganges RCMP Constable Stephane Caron, now stationed in New Brunswick, told the court he was driving a marked police vehicle just after 1 am on November 5, when he noted a vehicle being driven slowly and irregularly through Ganges.

He said that when the vehicle pulled into the Driftwood parking lot to let him pass, he activated his emergency equipment and approached the driver.

Caron said the driver, who he identified as McCurdy, was attempting to place the vehicle in park, but instead put it into reverse. He told McCurdy she was being investigated for impaired driving, and asked her to step outside of her vehicle. He said she was unsteady on her feet. After she performed several sobriety tests, Caron said he made the demand for a breathalyzer test.

He said she refused to get into the police vehicle, and that he had to take her arm and guide her there. Once at the police detachment, he

said, she refused to get out of the car, and he carried her into the breathalyzer room.

In a voir dire (a trial within a trial), which was later admitted as evidence, Caron said the accused told him she had had "lots" to drink. She also requested he telephone the American Consulate, he said.

Caron told the court a certified breathalyzer technician — Const. Chris Bomford — arrived at the RCMP detachment at about 1:54 am. When the breathalyzer machine was ready, at approximately 2:02 am, Caron said he had to wake McCurdy up. It was at this point, he said, that she refused to provide a sample.

Under cross-examination by defence counsel Jim Pasuta, Caron agreed he had told McCurdy's husband — Ron Stacey — that he had never had to deal with a more difficult person than McCurdy. Caron agreed that older people on Salt Spring often drive through Ganges at a slow pace.

Pasuta noted the ground at the Driftwood parking lot was covered with loose gravel and pointed out his client was wearing high heels at

the time of the sobriety tests. He further suggested that McCurdy may not have been "passed out" at the detachment, but "hunched over in fear."


Taking the stand, McCurdy testified she had one drink with her husband at the Legion before she went home and her husband went to play bridge. As is sometimes the case when her husband plays bridge, she said, she decided to go dancing (an activity her husband "doesn't care for"). She told the court she left home at approximately 10 pm and drove to the Fulford Inn, where she had another drink, socialized with friends and danced. At 12:30, she left.

The accused told the court she always drives slowly through Ganges. She denied Caron's testimony, which stated he carried her into the RCMP detachment, and said she was "ushered" into the building. She said she felt everything she did made the RCMP officer more angry with her. Finally, she put her head down, and tried to "withdraw from the whole thing."

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<p><b>1 Thursday</b></p> <p>— Salt Spring Speakers Club, ITC, presents ITC-TV (fun &amp; skits). Info: 537-9566.</p>			<p><b>2 Friday</b></p> <p>— "A Taste of Theatre" at Off Centre Stage, 8 pm.</p>			<p><b>3 Saturday</b></p> <p>— "A Taste of Theatre" at Off Centre Stage, 8 pm.</p> <p>— 9:00 a.m. Lions Annual Garage Sale. Farmers' Institute, Rainbow Road.</p> <p>— All Ages Dance, Fulford Hall, Big Electric Cat and Lisa Max. Doors open 8 pm. Tickets at the door.</p>														
<p><b>4 Sunday</b></p> <p>— Greenwoods 10th birthday. 1:30 - 4:00pm. Naden Band, Strawberry tea.</p>		<p><b>5 Monday</b></p>		<p><b>6 Tuesday</b></p> <p>— Grade 7 Honour Band and soloists, free concert 11:30-12:00, Fernwood school.</p>		<p><b>7 Wednesday</b></p> <p>— Grade 7 Honour Band and soloists. Free concert 11:15-11:45, Fulford School.</p> <p>— High School Band Concert, 7:30, High School Band Room, 4 bands, admission \$1.00.</p>		<p><b>8</b></p> <p>— Grade 7 Honour Band and soloists, 7:30, High School Band Room, admission \$1.00.</p>		<p><b>9</b></p>		<p><b>10</b></p> <p>— 50's and 60's Dance, Fulford Hall, 9-1, Grads of '89.</p> <p>— Tuned Air and Chris Kodaly, Activity Centre, evening.</p>								
<p><b>11</b></p>			<p><b>12</b></p>			<p><b>13</b></p> <p>— Free Band Concert (weather permitting) 12:15-1:00. Centennial Park, 3 bands.</p>			<p><b>14</b></p> <p>— Greenwoods Pub Nite with Gary Lundy and D.O.A. Prosk, 7 pm. All welcome.</p>			<p><b>15</b></p> <p>— Salt Spring Speakers Club, ITC - annual officer installations.</p>			<p><b>16</b></p> <p>— Fernwood Fun Fair, Fernwood School. 3:00-5:00 Games. 5:00 Barbecued Salmon and Barbecued chicken dinner. Raffle and more games after dinner. (Sponsored by Fernwood Parents Group).</p>			<p><b>17</b></p>		
<p><b>18</b></p>			<p><b>19</b></p>			<p><b>20</b></p>			<p><b>21</b></p>			<p><b>22</b></p>			<p><b>23</b></p> <p>— Sea Capers Dance, with Club Mongo, Fulford Hall.</p>			<p><b>24</b></p> <p>— Sea Capers, Ganges.</p>		
<p><b>25</b></p> <p>— Sea Capers, Ganges.</p>			<p><b>26</b></p> <p>— Lady Minto Auxiliary Meeting, 2 pm, Ganges United Church, Upper Hall.</p>			<p><b>27</b></p> <p>— Ewart Gallery of Fine Arts, Summer Show opening, 7:30 pm.</p>			<p><b>28</b></p>			<p><b>29</b></p>			<p><b>30</b></p>			<p><b>COMING IN JULY...</b></p> <p>— Sunday Concerts in the park, 1:30 pm.</p>		



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**artseen**

by gary cherneff



Salt Spring, at this moment in time, seems a little like a pubescent 12-year-old. All the hormonal (read "tourist") activity has caught it inexperienced, confused and bewildered. No longer a side trip, we are a destination and I think many businesses and particularly restaurants have been caught off-guard.

Our Sunday attempt to "eat out" is a case in point. A quick call to Booth Bay resort revealed no dinner service at all. Then, after realizing that dinner at Vesuvius Inn is best before 8 pm, we called to confirm space at Waterside Bistro. "Tables were available but dinner would be slow," was the reply.

We happily arrived 10 minutes later, anticipating a lengthy happy hour. But "now you see it, now you don't" was the name of the game as the famous disappearing table seemed to indicate.

The moral of that story is to make sure you talk to all the head waiters before you make your plans.

No matter! We optimistically trotted over to the new Kanaka Restaurant. Busy, busy — but by the luck of timing and the full moon, we just squeezed into a "no show" reserved table and the four of us sat down to an excellent meal: seafood crepes, crammed with scallops and crab meat, with cheese sauce over and vegetables crisp and crunchy on the side.

Well, art is life and life is food and that's it for the short restaurant review, except to say that the newly-opened Lulu's Mexican Restaurant on Hereford has finally brought Ganges out of the dark ages as far as good restaurant design is concerned.

**Relaxing respite from the competition**

Proprietors Susie and Peter Binkley deserve tremendous accolades for making Lulu's a pleasant, friendly, relaxing respite from the competition.

Light, bright and airy pastels contrast with hot Mexican posters and folk art. Adobe-like arches and a great sign by graphic artist Christina Lobalbo are visual enticements to the exotic fare inside. You can eat in or take out and the ice cream bar is the best in town.

The restaurants weren't the only crowded places on the long weekend. My secret correspondent (a certain 12-year-old spy from Fernwood elementary) tells me that the "Bob's Your Uncle" dance at Beaver Point Hall was packed with hot shoes on Sunday night.

At Off Centre Stage, the Salt Spring Hysterical Society's Comedy Night produced another full house. This is "in your living room: local comedy at its best, turning local lore, legend, lies and innuendo into humour, wit and satire. Not portraying national generalities so much as parochial idiosyncrasies. This kind of funniness allows us to laugh at ourselves and lighten up the tense issues facing the island, such as location of ferry terminals and land development.

As Mary Williamson narrates, God on Salt Spring begot Sheep, then Realtors, subsequently Realtors then begot developers. Shilo Zylbergold, looking more like Captain Ahab than a B.C. Ferries master, puts the great Fulford Ferry terminal debate to rest with the ideal compromise — build the terminal at Isabella Point and run a ferry back and forth to Fulford, forgetting the Swartz Bay connection altogether. Hooray.

**Cut incisively into the cortex**

There were many fine moments in the evening but the one skit that cut incisively into the cortex was "Cooking with Power Tools," starring Chalmers and Zylbergold as TV hosts of this popular CBC series. See Chalmers toasting buns over a propane torch and Zylbergold rearing out a hot dog and caulking it with liquid cheese, the crowning achievement being the delicate chocolate sauce relish.

Well, I could go on about this but I just have space to mention the Salt Spring Painters Guild Show on at the Salt Spring Gallery. The Painters Guild, as most know, is a vehicle for novice artists young and old to learn and improve their skills through contact with more experienced practitioners in workshops and in more informal gatherings.

The show on view at present is unjuried and represents a first exhibition opportunity for some members. The nurturing and supportive role this guild plays in encouraging artistic appreciation and endeavour is a valuable one which could be productively emulated by other less community minded organizations.

Let's see more folks taking art classes and let's see more of their process of learning.

**Pottery show, sale arranged**

Gulf Islands potters should find Fired Up! Contemporary Works in Clay, to be held May 27-28 in Victoria, a worthwhile exhibition and sale to attend.

The event was conceived five years ago by a group of Vancouver Island potters to show the range of expression in their medium. Fired Up has grown as a venue for innovative and explorative ceramics, and is now one of the major clay events on the West Coast.

Historically, pottery has been a "useful art" — important in most cultures for its functional qualities as well as its aesthetic and ritual role. Today, pottery balances a rich cultural past with contemporary design, colour and artistic theory.

The work exhibited at Fired Up ranges from traditional to conceptual, including strong functional kitchenware and more decorative, whimsical and sculptural pieces. High-fired and salt-glazed porcelain, primitive fired earthenware and raku will all be featured.

This year's event takes place at the Metchosin Community Hall (corner of Happy Valley Road and Metchosin Road). Hours are from 10 am to 5 pm, Saturday and Sunday. Demonstrations of various

ceramic techniques will be given centre ring. Raku firings at scheduled times will be featured close by, at 'Chosin Pottery.

As well, Fired Up will sponsor a two-day workshop with Chuck

Wissinger, June 3-4, 1989, to be held at Camosun College. For further information concerning Fired Up or the workshop contact Arlene Yarnell at 474-2697 (evenings) or 474-2676.



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Yes, bridges can be built from pasta, as shown by scene from Okanagan contest

## Bridge-building with pasta new Sea Capers attraction

Bridge building? With spaghetti?

As strange as it may sound, the above is one of the events planned for next month's Sea Capers celebration in Ganges.

The event is the brainchild of Allan Wyatt, who learned about it through Okanagan College in Kelowna, which has hosted the World Open Heavyweight Rules Spaghetti Bridge Building Competition for the past six years.

The event is open to anyone who thinks they can build a free-standing bridge, with a span of more than one metre, using any commercial pasta product and glue or epoxy.

The bridges are expected to be built before the day of the competition.

There will be several prizes awarded in different categories. Awards will be given for the most functional bridge, the most elegant bridge and the ugliest bridge.

But the bridges are expected to do more than just be pretty, or ugly. The rules for the competition state that the bridge must be built from any commercial pasta product, using either glue or epoxy as the only joining material. The bridge must be free-standing, not attached to the display table in any way. It must span a distance greater than one metre between two level surfaces which are one metre apart. It must include a decking of pasta material to provide a solid

driving surface at least five centimetres wide across the entire span of the bridge, over which a small metal car of the "Hot Wheels" or "Matchbox" variety can pass. The driving surface must, in the judges' opinion, represent a true bridge structure. The vertical depth of the bridge cannot exceed one-half metre, and it must not exceed 750 grams in weight.

Contestants will be given an "official loading platform" made of one-quarter inch fibreboard, with a metal hook attached. The loading platform must be located at the centre of the bridge, immediately below or above the decking material. It may not be altered in any way.

The purpose of the loading platform is to allow the judges to attach weights to the bridge. The bridge which can withstand the greatest weight, without collapsing, is the winner.

Those who think a bridge built of pasta won't hold much weight should know that the current world record for the World Open Heavyweight bridge is 47.2 Kilograms (103.84 pounds).

The competition is to take place on June 24 in the downstairs hall of the Royal Canadian Legion. Anyone interested in entering the competition to become the "Salt Spring Island Champion Bridge Builder" may contact Jim Andrews at the Royal Canadian Legion in Ganges.

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**Ensemble schedules appearance**

The tumultuous history and present struggle for peace in Central America will be presented eloquently through music and theatre by the Ensemble of the Municipality of San Jose, Costa Rica. The two singer/actors (pictured above) and a four-piece band comprising the Ensemble have already toured several continents as well as their native Costa Rica; sponsored by CUSO and

Tools for Peace, they will be appearing this Saturday night only at Off Centre Stage before returning to Vancouver to complete their 1989 Canadian Tour. The script especially prepared for this tour is performed in English and Spanish, accompanied by slide-projected translations of the songs. It has been enthusiastically received throughout B.C.

**Culminating skills workshop**

**Acting troupe slates performance**

Ten islanders have been carefully developing their dramatic acting skills in a continuing scene study workshop at Off Centre Stage, which will culminate with performances on Friday and Saturday, June 2 and 3, at 8 pm.

Scenes from *Night of the Iguana* by Tennessee Williams, *Who's Afraid of Virginia Woolf?* by Edward Albee, *Importance of Being Earnest* by Oscar Wilde, *The Rainmaker* by Richard Nash, and *The Effect of Gamma Rays on Man-in-the-Moon Marigolds* by Paul Zindel focus on human relation-

ships as explored by each of these outstanding playwrights.

This core performing group includes Lynda Jensen, Jack Speed, Arvid Chalmers, Adrien Town, Jason Taylor, Marcie Berner, Mike Hayes, Judy Thompson, Caitlin Hayes and Anne Lyon, directed by April Curtis.

The evenings will provide a variety of characters, writing styles and talent.

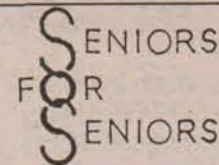
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**SALT SPRING COMMUNITY SOCIETY NEWS**

268 Fulford-Ganges Rd. 537-9971

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- ★ ACHIEVEMENT CENTRE PHONE NO. - new number is 537-9909.
- ★ PARENTS FOR PLAYGROUNDS - Get in the Swing! Fund raising now being directed to complete the Playship. Tax-deductible donations received at Community Centre, Island Savings Credit Union and the Bank of Montreal.
- ★ VOLUNTEERS NEEDED - for reception and general office work. three hours per week. If interested please call Barbara Allard at 537-9971.
- ★ KINDLING - Neatly bundled kindling from Roy, 537-4189, or the Achievement Centre, 537-9909.
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**capital comment**

by **hubert beyer**



VICTORIA — Nathan Nemetz may have been a great chief justice, but his recent report regarding guidelines for severance packages for government mandarins was no great shakes.

In his report, Nemetz recommended that the government adopt a severance policy for senior public servants. Such a policy, he said, should be fair and ensure public accountability.

Nemetz suggested a range of severance packages for deputy ministers starting at six months' gross salary for those who have worked for up to one year, to two years' gross salary for eight years' service.

Nemetz also recommended that the government report each year to the legislature on the number and the size of severance pay packages.

The fact that Nemetz left any reference to David Poole out of his report doesn't really bother me too much. For one thing, the terms of reference Nemetz got from the government didn't say anything about taking a look at the Poole settlement. For another, it would be too late anyway.

Whatever happens now, the premier's former principal secretary will be able to spend his \$175,000 in peace. The guidelines, if and when the government brings them in, won't be retroactive.

The shortcomings of Nemetz's report have nothing to do with Poole or anyone else, at least not so far. One problem is that Nemetz made no distinction between persons who are being let go because there is no more job for them, and those who are fired for cause such as incompetence or what have you.

**Shenanigans would become legal**

Let's assume the government passes legislation that will give teeth to the kind of guidelines Nemetz has proposed. What would prevent the government from hiring any friend, no matter how incompetent, and then letting him or her go with a big settlement?

If Nemetz's proposals are implemented, the shenanigans we've seen in the Poole affair would become a legal requirement for anyone fired from a high government position. There should be a differentiation between being fired for cause and being let go without cause.

The other thing that bothers me about the report is that Nemetz compared deputy ministers with top people in the private sector. That's a laugh. Just how much do you think a deputy minister and the chief executive officer of Mac and Blo have in common?

One is really in charge of a big corporation; the other can't do anything the premier or his minister haven't asked him to do. One is a decision-maker; the other merely implements decisions made by others.

The biggest problem is that deputy ministerial appointments are political. I'm not saying deputy ministers don't have to have any qualifications, but I'm saying the most important qualification is that the successful candidate be "on-side" — in other words, a solid government supporter.

**Used to be career public servants**

That wasn't always the case. Under W.A.C. Bennett, most deputy ministers were still career public servants. Even Dave Barrett largely stuck to that tradition. It was Bill Bennett who started the wholesale appointment of party supporters to deputy ministers' positions, and Vander Zalm has been doing the same.

If experience and expertise were still the most important criteria for deputy ministers, a severance pay policy would be in order. Under the present system, it makes no sense.

Anyone accepting a deputy minister's job these days knows that the position is a shaky one. A change in government means almost automatic termination of employment. If someone still feels like accepting the job, fine, but then they shouldn't come looking for a windfall afterwards.

Poole got roughly \$175,000 from us, the taxpayers. For what, a job well done? For having screwed up is more like it. He had to go because he ran political interference in just about every ministry, giving the government a bad name in the process. That's why he had to go. I fail to see why the taxpayers had to give him a \$175,000 farewell gift.

But as I said at the outset, the fact that Nemetz didn't address the Poole affair is not important. That's done with. We can't take the money away from him, and I doubt he'll give it back voluntarily.

But let's make sure we don't make it a requirement in law to pay fortunes to all sorts of people the government may hire one day and fire the next.

**Charges laid in connection with collision**

Former Social Credit cabinet minister Stephen Rogers has been charged under the Aeronautical Act, following an airplane accident that took place on St. Mary Lake last August.

Rogers was operating a float plane on St. Mary Lake last on August 19 when it collided with a boat containing Salt Spring visitors Edward Aird and two small children.

Rogers has been charged with operating an aircraft in a "negligent or reckless manner as to endanger the life or property of a person." The second charge alleges that Rogers failed to ensure the take-off path of the aircraft was clear of all vessels.

Rogers, now a back-bencher in the Social Credit government, is scheduled to appear in court in August.

**Parking note was in error**

A story in last week's *Driftwood* erroneously identified the Central Hall parking lot as an optional spot for Portlock Park baseball players to park.

In fact, the Central Hall parking lot is limited to users of the hall and is not available to Portlock Park users.

Baseball players are asked to park their vehicles in the Portlock Park parking lot and walk across the field to the ball diamond, rather than parking on the roadside.

**Paving work not in plans**

While work is underway to improve the condition of Stewart Road, there are no plans in the immediate future to pave the road.

Ministry of Highways spokesman Bob Webb told *Driftwood* last week that work currently underway on the road only amounts to upgrading activity.

"We have no plans to pave the road at this time. The work we are doing is just to bring the roadway up to standards," he said. "All we are concentrating on at the this time is trimming back the trees along the roadside and improving the ditching to facilitate proper drainage."

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