

Geo. Wells
RR #1
Ganges, BC
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Gulf Islands Driftwood

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Serving the Beautiful Gulf Islands of Salt Spring, Mayne, Galiano, North & South Penders and Saturna

537-2613

TWENTY-FIRST YEAR, NO. 39

GANGES, BRITISH COLUMBIA

WEDNESDAY, OCTOBER 1, 1980

25c per copy

No service: no payment

Bus levy lifted from all Gulf Islands



Local delegate attends seminar

The recent 1980 Red Cross Youth seminar was covered by two area delegates, Heidi Hume, seen on right of Salt Spring Island and

Luana Aitterbury of Sidney.

The week-long conference dealt with leadership and Red Cross

services and was attended by over 90 students from Canada and the United States.

Population growth is putting pressure on school facilities

Gulf Islands School District is going to develop a building program to avoid being caught with its "proverbial pants down".

Building and grounds committee chairman John Zacharias told the school board meeting last week that population increases in the area were putting pressure on the facilities at both Fernwood and Galiano Schools. The board was also told that facilities for secondary-level students at Mayne School were also being strained.

Alternatives being considered by the district include adding to the facilities at Mayne School, diverting Saturna Island students to Pender from Mayne or providing daily transportation of secondary students to Ganges.

In a report prepared by the district on school population projections for the Outer Islands

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Trustees double pay

Gulf Islands school trustees gave themselves a 100% raise in their indemnity at the board meeting last Wednesday.

Trustees will now receive \$4,000 a year, with the chairman and vice-chairman receiving \$6,000 and \$5,000 respectively.

Not all trustees were in favour of the increase, but the motion still received the necessary two-thirds support to pass.

Pender trustee John Zacharias said he had kept a diary of the time he had put in for the district. At \$2,000 a year he was earning less than \$4 per hour, he explained.

"If I'm not worth more, my electorate should know that and I should be replaced."

One trustee felt that the increase might help to encourage more people to run for election to the board at election time. Charlie Baltzer pointed out, however, that at one time trustees received no remuneration at all, yet there had been no problem getting people to run for the position.

Tom Davidson, who introduced the motion, said he had checked with various other districts and had decided they were "well justified" in the increase.

"We probably do more work as individual trustees than those in the Greater Vancouver and Victoria school districts," he said.

Bus levy is out.

The Capital Regional Board examined a new resolution last week, calling for the exemption of the islands from the levy. By this measure, the islands remain within the transit service area, but until there is transit laid on, they have no liability for payments.

It was the continuation of a see-saw which has seen the islands in the area and out of the area with such regularity that many islanders are completely bewildered.

Introducing the new motion was Salt Spring Director Yvette Valcourt.

She moved that Salt Spring Island and the Outer Gulf Islands be exempt from the Hydro surcharge of the urban transit levy, and that this exemption be retroactive to April 1, 1980.

Was this the motion which had once been passed by the board, vetoed by the chairman and reject-

ed on its subsequent presentation?

The motion was intended to achieve exactly the same objective as the previous motion, contended the chairman.

SAME MOTION

"It is the same matter and therefore cannot be re-considered for six months," he asserted.

It is not the same motion, insisted Valcourt. The previous motion had called for the exclusion of the islands from the transit service area. This motion calls for exemption from the transit service levy.

She was supported by Bob Wright and John Mika.

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Centre gets support from school district

Gulf Islands School District has agreed to provide financial assistance for the recreation centre proposed for Ganges.

Trustees voted in favour of a motion at last Wednesday's board meeting that would see the district paying \$30 per student or one-half of the operating deficit of the swimming pool, whichever is least.

Included in the resolution were that the district enter into a three-year agreement with the recreation commission and that islands students would have first priority for use of the pool.

The financial commitment of the district would apply only to the operating costs of the swimming pool.

In presenting the motion, trustee Strick Aust listed a number of advantages for the district in having the use of such a facility. They included acquainting students with water safety, that the pool would be readily available to Outer Islands students and that a swimming program could be incorporated into the physical education program.

LIMITED USE

While Mayne Island trustee Jeanine Dodds felt the Outer Islands would get limited use from the pool, John Zacharias of Pender was of a different opinion.

He described it as "a golden opportunity" and observed that the school district could never get a similar facility for "that amount of money".

Tom Davidson of Saturna moved that the motion be tabled, saying that there were "a whole lot of implications" to it and that it should be examined more closely. His motion, however, was unsuccessful.

Recreation commission chairman Glenn Woodley later described the school board's move as "great". But more important, he said, is that it means a partnership between the commission and the school district, and that would strengthen the whole concept of the recreation centre.

One-woman campaign

Who wants 80-foot roads on Salt Spring Island?

On Saturday Irene Hawksworth will be asking that question. She will be at Ganges on Saturday to invite residents to sign her petition protesting the highways policy.

"I have 362 signatures, so far," she told *Driftwood* this week, "and for three hours on Saturday, I'll be collecting more."

She will be standing in front of Mouat's store from 10 am to 1 pm.

The highways ministry has told the Islands Trust that it requires an 80-foot swath across Salt Spring Island for the main highways. Such a highway would ruin the island and completely change its character, asserts the one-woman campaign.

Happy Birthday!

The first islands ferry to be operated on a daily schedule was the Cy Peck. It is 50 years since the little ship commenced its run under the command of Capt. George Maude. The Gulf Islands Ferry Company (1951) Ltd. and BC Ferries were the successors to the Cy Peck.



Happy anniversary, Cy Peck!
It is 50 years since the Cy Peck commenced her service between Fulford Harbour and Swartz Bay. It is 50 years since the first islands ferry was inaugurated to link one of the Gulf Islands to Vancouver Island.

On Saturday, Sept. 27, 1930, the Cy Peck went into service between Salt Spring Island and Swartz Bay. Since she was retired from service, she has been used as a home away from home for a fish camp and then lay off Salt Spring Island while her young owners decided what new useful role she might play.

The Gulf Island Ferry Company was formed in 1930 to improve the water links between Salt Spring Island and the mainland, Vancouver Island and the islands.

The driving force behind the new service was the publisher of the Victoria Daily Colonist, Sam Matson. Working with him was the member of the provincial parliament, Col. Cy Peck, who represented the islands for the Conservative party, was instrumental in gaining a government subsidy for the new operation.

VICTORIA CROSS

Col. Peck was a First War hero, who had come back to British Columbia with a Victoria Cross. It was in token of his reputation as a fighting soldier that the new ferry was named in his honour.

The figure behind the Cy Peck who was destined to sail with her from beginning to end was the skipper, Capt. George Maude. He was a veteran of the coast, having skippered the power boat Audrey as a youth. He was then carrying passengers and freight among the islands. He later served aboard tugs until he gained his captain's ticket.

The name of Maude became synonymous with that of Cy Peck as the years passed.

The vessel had not started out in life as the Cy Peck. She was built in Tacoma in 1913 and rejoiced in the name Daily. As the Daily she sailed coastal waters until 1918, when she changed her nationality, her name and her surroundings.

She was acquired by the Canadian Pacific Railway for their Victoria-Gulf Islands run. She became the Island Princess.

ROOM FOR 140

A wood-hulled vessel of 116 feet overall, with accommodation for 140 passengers, the Daily was powered by steam. Her engines were built in Detroit. For the first

five years of her life, the Daily was travelling, for the most part, between Seattle and Tacoma, via Vashon and Maury Islands.

In her new role with the CPR, she served most of the islands most of the time.

The Island Princess was a familiar sight on Galiano, Mayne, Salt Spring, North and South Pender, Saturna, Moresby, Sidney and James Islands. Thetis, Kuper and Gabriola also knew the old steamer very well.

She sailed out of Victoria three times a week, but the island ports were changed on each trip to ensure a regularity.

When she came into service she replaced the Queen City, which had burned, and the Otter II.

TO GULF COMPANY

For 11 years she maintained the schedule for the CPR, until, in 1929 she was purchased by William E. Gardner on behalf of the island ferry company.

While the Island Princess was renamed the Cy Peck, the Princess Royal took over the Canadian Pacific summer service through the islands.

The Island Princess which may be more familiar to islanders of today was the vessel built for the islands run by Sparky New, of Galiano, in the 60's. She replaced the Lady Rose on the islands' link with Sidney. She was the second vessel to bear the name in these waters.

Eye of the founders of the Cy Peck service to Vancouver Island was probably focussed on the need for improved service hauling produce from island farms to the Victoria markets.

It is notable that the Daily was constructed to carry 140 passengers and freight. The Island Princess was little changed for her new function.

By the time she came into service between Fulford Harbour and Swartz Bay she underwent major changes.

CAR FERRY

As the Cy Peck, she sailed into the islands a car ferry. She was a pioneer. She marked the beginning of the greatest change ever seen in the province, the switch from heels to wheels. The Cy Peck was designed to carry cars almost exclusively. She was the first of the many.

In addition to car decks, she was also given a diesel engine.

The Colonist reported that the whole government of British Columbia went sailing that Saturday.

The events of the ferry fleet's birthday were celebrated with great enthusiasm on Salt Spring

Island. Luncheon was served at the White House, at Fulford, to 125 guests.

DAY OF SPEECHES

Everybody spoke. Some liked government: some liked islanders and yet others liked Cy Peck. And above everything else, the message was clear. The new ferry service was going to bring Salt Spring Island into the life and affairs of the rest of the province.

Fares were 25 cents each way for a passenger and 75 cents if the car was under 2,000 lbs. Cars under 4,000 lbs. paid a dollar and cars

over 5,000 lbs. were charged at \$1.50. Passenger in a car had a reduction, being charged only 15 cents.

There is one name associated with the ferry service beyond any other except, perhaps, Capt. Maude. That name is Gavin Mouat. He was linked with the Cy Peck because he was the sponsor of the scheme to take it over and because he was the spokesman for it.

Mouat became president and Maude, vice-president of the new company. The latter was also

marine superintendent and senior skipper. Others involved were Desmond Crofton, of Harbour House, Joseph Lautman and others.

The new company presided over a steadily increasing operation. By 1956 the Cy Peck was hard-pressed to cope with the traffic and underwent a refit, to return to service with a capacity for 40 cars.

That was the time when the Motor Princess joined the fleet.

Motor Princess had been sailing

Salt Spring was farming island 50 years ago when ferry started

Salt Spring Island was a farm community 50 years ago.

This was brought out by a report in the Victoria Daily Colonist of September 28, 1930. It was a report of the inauguration of the first daily ferry service in the islands.

Following the journalistic style of the day, the headline told the story in a kind of telegraphese: First Trip of Cy Peck Ferry Opens Salt Spring Route; Distinguished Party from Victoria, Including His Honor the Lieutenant-Governor and Miss McKenzie, Premier Tolmie and Members of the Cabinet Journeyed from Swartz Bay on Saturday Morning to Officially Open New Ferry Service; Great Welcome Extended Party; Many Speeches Made.

The story included a reference to the economy of the island:

A brief survey of the island brings out the fact it is more than 20 miles long, is in its narrowest stretches five miles wide and has more than a hundred miles of roadway. All along these roads and in some cases extending far back, are farms which have made Salt Spring famous, the produce of which will now reach the Victoria market two hours after being freighted at Fulford Harbour.

The 1,500 people on the island are mostly farmers of some sort. There is a creamery there which last year produced 60,000 pounds of butter. Pride is rightly taken in the poultry raised, which now will be much more frequently tasted by Victorians.

From the tourist's standpoint, in addition to Salt Spring's attractions, as outlined by Mr. Scott, a visitor is struck by the hospitality and courtesy of the islanders,

which with them is far more than a mere form.

In addition to the Lieutenant-Governor and Miss McKenzie, there were Premier S.F. Tolmie, Victoria Mayor Herbert Ansbomb, judges, business leaders, representatives of the Victoria Chamber of Commerce and others to enjoy the new service.

The ship brought 100 travellers to Fulford.

The rain had disappeared during the morning and the Cy Peck came into Fulford Harbour under a grey sky and low clouds. As the vessel chugged down the harbour, the sky cleared and the sun shone brilliantly on the new ferry as she docked at Fulford Harbour.

The arrival of the sun aroused some fulsome comments from the Lieutenant-Governor, when he referred not only "to the visible, material sun, but also to the sun of prosperity that would shine all the more brightly for the efforts of those men who had been instrumental in consummating such a ferry service."

The florid language was as much a part of the formal speech of the era as was the florid headline characteristic of the written fulsome phrase.

One of the island's most influential men, W.J. Scott explained at the luncheon, "There is something here for everybody. If a man is of a quiet, retiring nature, there are the wooded walks and the beaches where the trees bend over into the water. If he is a sportman, there is both sea and fresh-water fishing, big denizens of the deep to be got with hook and line and trout which rise to the fly in any of our many lakes. There are deer, grouse and

pheasants in plenty: the hunter is never dissatisfied.

"There are at Ganges: and I speak without exaggeration: two of the finest tennis courts in British Columbia. We have now a golf course which is improving rapidly. And, finally, we have excellent accommodation for those who so desire."

Premier Tolmie told the gathering at Fulford's White House that of the \$300 million spent annually by tourists in Canada, \$73 millions was spent in British Columbia.

Toastmaster was Mr. Scott. He called on Major C.F. Turner, DSL, to propose the toast to the Lieutenant-Governor. His interest was such, replied the Queen's man, that he had brought his niece as well as his sister-in-law, Lady Northcott. A.J. Smith toasted the province.

L.F.C. Chaplin, of Salt Spring, eulogized the man in whose honour the vessel was named. He recalled that when the Colonel first proposed the scheme to inaugurate a ferry service he was faced not only with apathy, but with real antagonism.

"The people of Salt Spring have seen the errors of their ways," he assured the distinguished luncheon party, "and are now ardent advocates of the scheme."

He was sick to death of hearing his name mentioned so often, replied Peck, "and seeing it gracing every pot and pan on the good ship bearing my name."

William Mouat proposed the toast to Mayor Ansbomb, of Victoria.

Ansbomb was very much "struck" by his drive over the island.

50th anniversary of ferry

between Sidney and Steveston for many years when she was hurriedly put down for fear of fire.

A wooden-hulled vessel, she was constructed in 1923 and had been sailing the Sidney run contentedly. But the fire aboard a ship far away on the Great Lakes was destined to put paid to the Motor Princess as a Sidney-based ferry.

NEW REGULATIONS

When the Nordic burned, she took the lives of some of her passengers and the federal government was alerted to the hazards of wooden ships. The resultant, 1950, regulations regulated the Motor Princess out of service.

In 1955 she was acquired by Moutat for use in the Gulf Islands service. The Motor Princess had boasted automobile accommodation as well as a plush dining room with elegant waiters and the whole works. After her condemnation for being wooden, she had been stripped out and used as a freighter between Victoria and Vancouver.

Moutat had her rebuilt, with a steel upper structure and an open car deck.

The arrival of the Motor Princess into the Gulf Islands Ferry Company's fleet was also the herald of a

long contest between islands for the better of the two vessels available.

Salt Spring Island, and the company itself, wanted the Motor Princess for the greater traffic building up on the Fulford run. The Cy Peck was thus released to serve the Outer Islands. But the Outer Islands had their own view of the need for an adequate ferry service and juggled for five or six years to get the larger vessel.

LONGER WITH US

Unlike the Cy Peck, the Motor Princess was retained long after the later changes in ferry services. When the services were taken over by the British Columbia government, the Motor Princess became the Pender Queen. She sailed the Gulf Islands for many years under her new name as well as the communities up the coast.

In her latter days the decks were not approved for heavy loads and she had new loading restrictions imposed on her.

The greatest change in islands transportation came in 1961 when the British Columbia Ferry Authority purchased the Gulf Islands Ferry Co. (1951) Ltd.

For 31 years Capt. Maude had been responsible for the islands

ferry service. There was no change when the government assumed charge of the service. He continued as islands superintendent.

Most islanders will most sharply recall the latter days of the Cy Peck as the vessel which used to be tied up where the Salt Spring Queen now lies. For a time Capt. Maude maintained his office aboard the little ferry until she was finally retired in 1966 at the age of 53.

In 1966 she was sold to J.H. Todd and Sons to be used as a fish camp. The fishing company paid \$5,125 for her.

The Canadian Fishing Co. later acquired her and after a stint in the Prince Rupert area she was no longer wanted or sought.

That was the time when Jim Russell, of Salt Spring Island found her. So he bought her with ambitions to put her back to sea again. She lay at Welbury Bay and then she was anchored in Long Harbour. She subsequently went back to Vancouver Island.

The Cy Peck brought into being a real islands service on a daily schedule. And the name of Cy Peck, like that of George Maude, is written indelibly into the islands marine history.

To Be
Frank
by richards



We should call Vancouver Airport the Seattle International Airport. The only sign I found between the River Inn and the No. 3 Road was one indicating "Seattle". So I took it. Whatdyer know? It's the road to Victoria! But don't tell anyone. The Seattlians believe it only leads south. So if the simple way home is via Seattle, why do we call it Vancouver Airport?

Jack Althouse was buying his London Times. He hadn't picked up his News of the World, I suggested, bringing his attention to an earthier style of news. But Dick Clark was quicker. I've only got your copy left, Frank, he called out.

I'm no separatist, but in the next few weeks I'm going to be seeing so many maple leaves I could fight, sooner than switch! They've already started and I never know which is easier; the way Women's Lib likes it, so I stand outside with a shovel ready to catch each one as it falls, or the Bennett system, to ignore them for three weeks and sweep them all up off the face of British Columbia.

Odd thing I find about paternity is amazement at the tremendous amount of knowledge my children have accumulated in half the time it took me to learn half of what they know.

I was aboard the ferry, killing time to Vancouver by re-reading the death of Socrates, and heeding his cautions against the improprieties of democracy... for the truth is that no man who goes to war with you or any other multitude, honestly striving against the many lawless and unrighteous deeds which are done in a state will save his life; he who will fight for the right, if he would live for even a brief space, must have a private station and not a public one...

I keep a supply of candies and I buy nuts and it drives me, up the wall when some hungry-gutted visitor has to bite the erasers off the ends of my pencils!

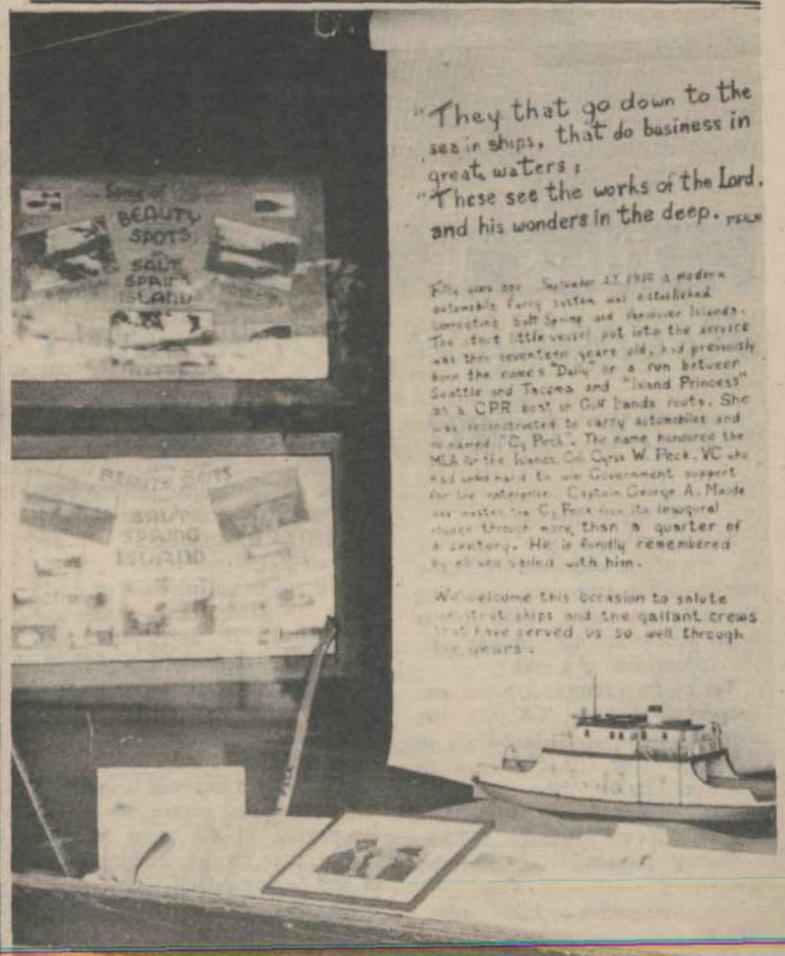
Saddest thing about the newspaper business today is that if a pioneer publication hires a first-rate editorial staff and a second-rate sales staff they're heading for bankruptcy. Yet a first-class sales staff and indifferent newsroom will lead to such success! There must be a moral, but I'm too old to learn it.

Last week I was at Vancouver to attend a newspaper convention. And I did some quick mathematics. It cost me a 140% increase over what it cost me to attend the same convention in 1956. That doesn't seem out of line.

Talking to a man who suffered a heavy loss when his plant caught fire earlier this year. One minute he had a business block. Next minute two small boys had run out of matches and the entire building was converted to kindling. It wasn't the loss that hit him hardest. And it wasn't the wide margin between the extent of his loss and the total insurance. The sharpest blow was the \$50,000 debts repudiated by customers who knew that, although he had the records showing the total owing, he had no way of proving an indebtedness because most of his accounting books had been lost in the fire.



Motor Princess leaves a long wake up Canger Harbour



Interesting display in Moutat's Store window

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WEDNESDAY, OCTOBER 1, 1980

The Ludicrous Region!

If logic can be found in anything so utterly ludicrous as the moronic handling of the islands transit levy by the Capital Regional Board, then a logical solution has, surely, been found!

The chairman, Saturna's Jim Campbell, has repeatedly asserted that he was elected on the understanding that he would provide bus service to the Outer Islands.

A massive objection has been voiced by all islands and during the past year the question has been debated at least a dozen times and seven votes have been taken.

Past debates have centred on the question of eliminating the islands from the transit service area. By that means they would be out of the payment area and out of reach of buses, even if they might, one day, be available.

The vote last week simply relieves the islands of paying for buses while they enjoy no benefits. It does not take the islands out of the service area. It does not close the door to future transportation. But it ensures that the constant aggravation of taxation without transportation is eliminated.

The compromise is probably a sound one. It has found favour with the regional board and it will undoubtedly find favour with the people of the islands.

The history of this debate is no credit to the board or its quality of judgement.

Ferries are of little value

A provincial cabinet minister explained last week that the charge of B.C. Railway against the entire province is justifiable because the railway is an asset to the provincial economy.

He suggested that the ferry subsidy was less than fair because the ferries are of little value to the provincial economy.

There is one very clear reason for his stand: and only one. Jack Heinrich represents Prince George. There is a railway at Prince George. There is no ferry in Prince George because the people of the island helped pay for a bridge or two for the Prince Georgians.

Letters to the Editor

Recreation would cost more than fire hospital

Sir,

Re: Recreation Centre

Since writing to you regarding the cost of the above centre I have had people question me regarding the mill rates, and it would appear some people are not familiar with the dollar value of a mill.

Taking for example a home and property valued at \$70,000, the assessed value would be 14½% of that figure, or \$10,150. Taxation Act would be \$101.50.

School - 48,411 mills, \$491.37.

S.S.I. Fire - 3,730 mills, \$37.86.

Capital Region - 3,388 mills,

\$34.37.

S.S. Recreation - 1,267 mills,

\$12.86.

Capital Region Hospital - 3,895

mills, \$39.53.

Total tax: \$717.51.

The above figures are for 1980 and are arrived at by multiplying \$10,150 by the mill rate.

If there is an increase of 8,045 mills as stated in *Driftwood* September 10, 1980, the cash yearly increase would be \$81.66. The total recreation tax on the present 1,267 mill rate plus the raise of 8,045 mills would be 9,312 mills or \$94.52.

If the above increase is imposed for a recreation centre, we would be paying \$17.03 more for the centre, than for the combined cost of Salt Spring Island Fire Department and the Capital Region hospital, every year.

A. J. DILLABOUGH,

R.R. 2, Ganges.

September 26, 1980.



A chapter in islands transportation

Will Islands secede from BC?

When a cabinet minister was invited to address a group of newsmen in Vancouver last week on the subject of the new provincial labour code, he switched to a sharp attack on the Ottawa government.

There ensued a rapid-fire exchange between the minister and an islander.

Labour minister Jack Heinrich told the B.C. and Yukon Community Newspapers Association on Friday that the federal government is asking for a strength that the provincial government strongly opposes.

"I would rather be part of a strong provincial government and a weak central government than a weak provincial government and a strong federal government," he stated at a luncheon meeting.

He had been a Liberal, and only on leaving that party had he discovered the extent of their machinations, he assured his listeners.

He explained that he has read the British North America Act and Creighton.

Driftwood reporter, Frank Richards, asked the minister for permission to quit.

"When British Columbia secedes from Canada," he asked Heinrich, "will we be permitted to secede from British Columbia?"

Heinrich replied that the ferries are subsidized by the province.

So are the railways, replied the island reporter. The minister represents Prince George in the legislature.

The railways are an essential part of the provincial economy, asserted the government spokesman.

Then the only value of the ferries, persisted Richards, is to convey provincial ministers to and from Victoria.

"If you are advocating moving the government to the mainland," finished Heinrich, "you'll get my support."

He did not explain where the islands will stand when British Columbia breaks away from Canada. But he didn't challenge such a possibility, either.

Director objects to bus proposal

Sir,

I must object to the proposed scheme on transportation suggested by the chairman of the School Board, Mr. I. Mouat, for the following reasons:

We do have an elected transportation committee for the island, and the chairman of that committee was not contacted on this matter. The chairman of this committee is Ken Arnott.

I seriously oppose the actions of Mr. Ivan Mouat, School Board chairman, in discussing a proposal with the chairman of the Urban Transit Committee of the C.R.D. involving the school buses. What Mr. Mouat has done is merely

given another reason to Norma Sealey, C.R.D. director and chairman of the U.T.A. committee of the C.R.D. more ammunition to use against the Island's exemption motion brought forward at the last C.R.D. Board meeting.

Since when has it become the jurisdiction of the School Board to act on the matter of Urban Transit? I do not recall any such mandate!

I do recommend in the future that these matters be left to the elected members in charge with the proper mandate to act on these public matters. The school board have a certain mandate that neither the transportation committee chairman and myself have interfered

with, therefore we should be given the same consideration.

Your actions, Mr. Mouat, could have cost the Gulf Islands the exemption from the Hydro surcharge of the transit levy!

My motion at last Wednesday's board meeting was "that Salt Spring Island and the Gulf Islands be exempt from the Hydro Surcharge of the Urban Transit Levy, and this exemption be retroactive to April, 1980." This motion was carried 33 in favour and 19 against.

(MRS.) YVETTE VALCOURT,
S.S. Island Regional Director
RR #3 Ganges, B.C.
September 29, 1980

When the regions called for help

BY FRANK RICHARDS

Last night I dreamed a dream of things so far removed from my sphere.

I saw the mighty of this mighty province fighting for a fair division of the provincial tax dollar and I saw the premier desperately holding his province together against the inroads of the greedy.

I dreamed that the people of the north came pressing upon the legislature to gain the representation they lack in order to keep their taxes down.

And the premier of this great province met them in solemn conclave, alone, save for his cabinet and trusted advisors.

Ten there were, of the men of the north.

There is no government on Vancouver Island, they said. We have no man in Victoria.

The premier shrugged and even as I saw him engage in so unfamiliar a gesture, I knew that he could not see me. He was my dream and I was his slave, for I could do nothing to advise. I could only watch and wonder and fear.

TEN THERE WERE

Ten there were, of the leaders of the north. They were the mayors of the cities and the towns and the villages. Representatives of the region who made a full team of ten.

The government is not with us, they said, we are without representation.

And again that strange and unexpected shrug of the Bennett shoulders.

You have two government representatives, he explained, coldly.

We have none north of Victoria, their spokesman replied. We are unrepresented.

What did they want of him, asked the premier from the depths of that cold reserve which had me a-shiver in my bed.

NO REPRESENTATION

The debate continued through my dream. All those men spoke to the cause. No representation, said the ten and we have no money.

You have taxes, retorted the premier.

We cannot pay our tribute to Victoria and survive, said Alberni. We need a greater share of the provincial revenues, declared Courtenay.

It is all in the constitution, explained the premier and McLelland bit his nails.

The province takes too great a share, insisted Duncan.

They should return and discuss it with the minister of municipal affairs, said the premier. There was no way he was going to weaken his position in order to placate the regions.

TAXES WILL RISE!

If Victoria won't allow us a greater share of the provincial revenues, said Campbell River in bitter tones, then we shall have to raise our municipal taxes. Every dollar that Victoria takes from the people of the island is a dollar that our people must contribute in taxes.

Better a strong government in Victoria and weak, little, piddling, regional spokesmen, snapped the premier, than a weak province and powerful uppity regions!

I knew it was a dream and I knew that the premier, even on formal occasions, does not wear a Napoleon hat. But his hand was undoubtedly slipped inside his coat as he declared his unaltered opposition to any proposal to improve the lot of the regions at the expense of the Victoria government.

Go to the ministries concerned, he directed the prayerful, and leave us to our important deliberations.

NONE TO SPEAK FOR US

We have no people to speak for us, they said in one voice. There are only two government members west of Vancouver: Social Credit is an eastern party.

This is utterly absurd, shouted the suddenly furious premier. Not this government, not any government will tolerate such upstarts as you sorry lot coming here to fill the role of a second provincial administration! Get back where you belong and conduct your affairs along the proper channels. There is one proper government in this province!

It was, as I have explained, a dream.

But the great man turned to his colleagues and wept.

What have I said, he exclaimed, what have I said?

And I woke up in a sweat, for I remembered that there are, indeed, no government members north of Victoria and I knew in my waking moments that my dream was the substance of truth moulded into a fabric of fiction and ether.

But, of course, it was but a dream!

The Anarchist

A Myth for All Reasons:

The Islands Trust

Myth, noun. Any invented story, idea, or concept. An unproved collective belief that is accepted uncritically, and is used to justify a social institution.

The Islands Trust is most certainly an invented concept, but more than that it lacks the consistency of a single collective belief, which could well be the explanation or the reason for its probable and eventual collapse.

It happen to be, like most people, in possession of a highly personalized version of something vaguely corresponding to the Islands Trust as it now exists, but the sum of all individual versions is quite meaningless because the real purpose, the basic assumption from which the development of the Trust area will grow, has never been properly defined.

What is more I do not think there is a politician in the province prepared to make the necessary choice publicly even if he/she understood the question.

The problem is to choose between two possible, original assumptions:

Assumption one: the Trust area consists of a series of unique geographic features in a particular condition and relationship to the major urban centres of the mainland and Vancouver Island, and it is in the interest of the province as a whole to create within the Trust area a set of restrictions which will preserve the unique character of the area for the benefit of the population of the province.

Assumption two: the Trust area is based upon the fact that the land within the Trust area is provincial territory, unincorporated, and serviced by provincially subsidized transportation. Beyond that it is unlikely to become a viable economic unit unless developed to a degree which would destroy the conditions which make it valuable as a Trust area.

Assumption one may be referred to as the Urban Sandbox Option.

Assumption two: the Trust area consists of a number of unique

groups of people in a particular condition and relationship to the major urban centres of the mainland and Vancouver Island, and it is in the interest of the inhabitants to create within the Trust area a set of restrictions which will preserve the unique character and the lifestyle for the benefit of the inhabitants.

Assumption two is based upon the fact that there is throughout the Trust area an existing population of sizeable numbers which has developed a general consensus in favour of low-density land use and minimal public services, and has a high level of concern for the ecological integrity of the Trust area.

Beyond that there is a widely held belief among the residents that it is unlikely to become a viable economic unit, suitable for incorporation, unless developed to a degree which would destroy the conditions which make it potentially valuable as a Trust area.

Assumption two may be referred to as the Right to Life Option.

Stripped of whatever humour may lie in the whimsy of this type of comparative language, the fact remains that the two assumptions are implicit in the question of the nature of the Islands Trust, and they have never been argued publicly by those in the legislature or on the directorate of the Trust.

There is at present in preparation by the Trust a proposed regional plan for the Trust area as a whole. I do not believe they have yet addressed the question of incorporation, and without it, without the proprietary rights which only derive from a corporate persona, there is no legal defence for any continuing life for the Trust; there is merely a 20,000-vote minority in a two million-vote electorate.

I do not like corporate personas in general but if you think there is another way to make a case for the validity of assumption two, then, dear reader, someone has lifted your three-minute Cosmic Egg from the Waters of Life much too soon.

Isn't that right, Mr. Smith?



Tony Richards

ARRANGEMENTS ARE now being made, including the preparation of briefs, for Education Minister Brian Smith's visit to Salt Spring this month.

And all the niceties such as introductions and thank you's are being well taken care of, thanks to the forethought of the education ministry.

Superintendent of the Gulf Islands School District, Bob Huestis, has been asked by the ministry that Smith be introduced by a principal. He has also been asked to personally thank Smith for coming.

If I were asked to do that I would rather not have to commit myself. Surely someone in the district will ensure that Smith is thanked if he proves himself worthy of it.

Or does the ministry of education expect otherwise?

AT LEAST ONE EMPLOYEE of the B.C. Telephone Co. deserves commendation for doing her job well.

After my wife tried unsuccessfully all day recently to make an appointment with Rocking Horse Hair Styles at Vesuvius, she tried calling B.C. Tel's repair service number.

"Oh, yes," said the operator when told of the problems, "the phone is out of order. But I have a message that there are openings all day for appointments."

How's that for service?

GANGES RESIDENT Adriana Buitenwerf has political leanings which differ from my own, but she makes an interesting point in a note to the office this week.

She asks why we publish only letters from New Democrat MP's and MLA's. The answer is simple: we don't get much correspondence from members of other parties. When we do, though, they are published.

Perhaps they don't write because they realize they have nothing worth communicating.

As far as my own political views go, they have

very little in common with any of the existing parties. Everybody's favorite columnist, the Anarchist, has the only views which I come close to sharing.

And for those who believe that he is a member of the *Driftwood* staff, you are wrong. Guess again.

IT LOOKS AS IF

politics will have to dominate this week's column.

I had the opportunity last week to hear an impassioned almost hysterical speech by the provincial minister of labour, Jack Heinrich. He made two glaring mistakes.

He was invited to speak to a gathering of community newspaper publishers from all over the province, and his subject was to be labour.

After speaking very briefly about labour, Heinrich launched an attack on the feds. And as if that weren't enough, he also berated the media for the way in which recent events have been reported.

He asked a couple of questions which I jotted down.

He asked which were the strongest nations in the world. His answer was those with the strongest economic base. He's right, in part. Those nations have another common denominator: they have a strong central government.

"Can four western premiers be wrong?" He was asking for trouble with that one. The answer is obvious.

He went on to point out how the east has been favoured by the federal Liberal government, that the west is getting a bad deal from Ottawa.

Heinrich did not stop to think what we, the people of B.C., might think about the deal we've been getting from his government. We must realize that every government makes its mistake and God knows, the Social Credit government has made enough.

And finally: "Who says Ottawa should have control over our economy?"

My reply is that I would much sooner see President Trudeau with that power than Kaiser Bennett.

Planners call for legal advice on procedures

Salt Spring Island Planning Association is investigating the procedures of the Capital Regional Board this summer when the retention of the islands within the transit service area was juggled by the directors.

The association will engage a solicitor to examine the procedures and to challenge the decisions made by Chairman Jim Campbell during the debates.

Director Yvette Valcourt will set aside \$300 of her unallocated funds for the purpose.

Directors may make grants-in-aid to their own communities of up to an annual total of some \$4,000.

In the meantime, the regional solicitor is also examining the procedures and will report his findings to the board.

New stop for buses

Sir, Many thanks to the School Board, especially Strick Aust and to the school bus drivers, for the new Baker Road bus stop. We appreciate the short time it took to deal with the problem.

JANE CLARK, Baker Road, Ganges, B.C. September, 29, 1980

Let's run around together.



\$\$\$ U.S.

Premium

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This Week, says the Salt Spring Island Chamber of Commerce.

Islands Trust

Different philosophies are evident on different islands

BY FRANK RICHARDS

When the trustees from 13 designated islands of the Islands Trust sat down for two days of meetings last weekend, the variation between islands and island interests was never more clearly evident.

The northerly islands are very different from the Gulf Islands at the south. Yet, despite some very obvious differences, all the small, sea-girt communities enjoy a common conviction. They all see island living as something very different from the urban or semi-urban style on Vancouver Island and the mainland.

The pattern of island development ranges from Salt Spring Island, with its commercial centre and extensive services, to islands such as Lasqueti, where there is so little activity that the assessor has no records of land sales to refer to when attempting a valuation of island property.

The island traveller moves north from the Gulf group and he is into a different lifestyle.

Thetis, with its small population and Valdez, with its still smaller population, are unpaved, undeveloped islands where the resident must be responsible for most of the services he seeks.

UP THE COAST

Moving up the coast, the islands lying close to Vancouver Island or the mainland are the more likely to share the pattern of living with the Gulf group. Those islands not readily reached from either Vancouver Island or the mainland are the islands which remain less developed and which offer a greater disparity in lifestyles.

The smug southern islander might offer his warm sympathy to the unfortunates living with a minimal paving of roads, no power, no piped water supply and no ferry service. But the victim of these deprivations is equally sympathetic with the unfortunate island dweller who has to suffer the impositions of urban styles in the south end of the Trust area.

The Gulf Islands, nearer to the pulse of British Columbia than those up the coast, have been populated to a greater degree than the more northerly islands. In addition, the Gulf group enjoys a more temperate climate. While islands up the coast are dripping in the constant rain, the Gulf Islands are listed as semi-arid and residents spend more time gazing up at grey, empty skies than they do opening umbrellas.

NO HAIR SHIRT

The newcomer to the Gulf Islands; and most island residents are newcomers: has come to escape from the pressures of city living. But he didn't retire to the islands to enjoy the life of a Franciscan monk, with a log for a pillow and hair shirts for warmth.

He and his wife enjoy their appliances even more in their new island home than they did in the city. They are like Gambier's Elspeth Armstrong: they love their dishwashers.

And they love the rural isolation

of their new island home. They love the quiet of an island night. Above all, they enjoy the distinction of learning a new way of living without the speed, noise, rush and pressures of the city life.

SECOND MOTIVATION

This movement to the islands represents the majority of newcomers to the southern gulf group. The second group of newcomers shares much of the enthusiasms of the first, but they come with a different motivation.

The other group of newcomers are also looking for a new style of living. But they come here without any fondness for urban fixings. They don't merely shrug off the noise and bustle of the city streets. They want to get away from the conditions which led to the noise and bustle.

These newcomers don't want that dishwasher for the kitchen. They'll settle for the sink and cloth that Grandma used to take for granted. They don't want automatic electric stoves. They look for the wood stove and the wood lot. The primitive nature of the remote areas of the islands appeal because they are primitive and remote.

And there is a third group which embraces something of both these escapers from the mad whirl.

This third group covers most of the influx into the islands. The third world of newcomers is that segment which objects to much that makes up urban living, but rejects little out of hand. It is the faction in the islands which ties all the islands together. It is the faction which makes the Islands Trust work.

CORRECT THE EVIL

The third group is the segment of island populations that looks to the islands to correct the evils into which urban living has fallen. Conservationists by conviction, they are not fanatically so. Hostile to many features of urban life, they still retain the city legacies still important to them.

Restless among the populations of the great cities, they yet enjoy the companionship of friends and acquaintances.

Some join the ex-urbanites in a gentle and passive relinquishment of the evils of the city life. They live next door to people with stronger views and with lighter views and they form the mainstream of the island community.

Others find an invitation in an island community to seek an entirely new set of values and they abandon much of what they had for the joy of a style of living,

untrammelled by the baubles of a community they are happy to have left.

All these people join the native-born islanders and they discover that the island-born are in about the same wide range of enthusiasms. Some want all the joys of city living. Others want no part of it. **CAN ALWAYS GO BACK!**

Like any other community, the islands have their regimented lives and their casual living. And every newcomer knows the final answer: If you don't like island living, go back to the city!

The Islands Trust gains its strength from the conviction on the part of islanders that their life is different from the rest of the province. The Islands Trust also gains some strength from the fact that many non-islanders agree and are thankful that they don't live on an island themselves.

The Islands Trust gains strength from the fact that all island residents share the same disaffection towards other styles of living.

Ask an islander who is concerned with the administration of the islands.

At one time, all planning and land-use legislation was handled by the regional districts. The same message was heard from Saturna to Gambier that they were being administered by urban-minded legislators without any idea of what an island needs in the way of land-use or land-use controls. **NOT FOR CONTROL!**

The residents of Gabriola will flock to Nanaimo for their major purchases, medical specialists or banking. But they don't look with pleasure on turning to Nanaimo for the decisions on the use of land on their island.

Throughout the Capital Regional District, Jim Campbell, of Saturna, chairman of the Capital Regional Board may well prove to be the only islander completely convinced of the superior administrative qualities of the regional districts. Majority of Gulf Islands people have found a far greater harmony in the Island Trust administration than they did in the Capital Regional direction.

"We are different," say the islanders.

"They are different," say the off-islanders.

"We are all islanders," says the Islands Trust.

And therein lies its strength and its support from the islands.

EXCEPTION

The only notable faction which fails to recognize this difference is

the provincial government. For many months, perhaps longer, the constant plaint of trustees has been that the province offers no recognition.

From the ministerial level down to senior administrators, the Islands Trust is overlooked, ignored or forgotten, complain trustees. No senior administrator appears to see the Trust unless he happens to trip over it.

In many respects the Trust is a freak and freaks are not accepted in the animal world. It is not a simple ministry or a simple department of a simple ministry. It simply doesn't fit.

It is not a simple municipality because it simply is not a municipality.

The administrative eye is offended by the Trust because it doesn't conform to the more common provincial shapes.

At the ministerial level the Trust is more nuisance than servant. It stands in the way of very important people and not even the least important of a very important gathering likes to have a nuisance cast in his path.

FOR 20,000 PEOPLE

The Trust speaks for some 20,000 outspoken people. In the world of politics that's mighty few people to speak for.

Moreover, its avowed basic function is to ensure that the number it speaks for doesn't increase at unreasonable rates.

This makes it still more of a purple cow, because the avowed purpose of every decent, conventional municipality is to grow as quickly as it possibly can into a giant metropolis. What politician would possibly want to speak for a growth on the provincial buttocks that is devoted to getting no bigger?

The Trust was fashioned out of a need to rival worthy creations of worthy governments. The islanders love it.

But it has yet to woo the important people of British Columbia. And woo them successfully.

And therein lies its weakness and lack of support in Victoria!



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Harvey Brundage retired 13 years ago

Retirement means about four tree-topping jobs a week

BY VALERIE RICHARDS

Harvey Brundage will be 74 years old this October and most likely he'll celebrate the occasion atop a 70-foot fir, cork boots on and a saw in one hand.

Brundage is an islander. He came to Salt Spring 13 years ago from Vancouver to retire. Retirement for Brundage means about four or five tree-topping jobs a week, and a five-day work week when there's no rain. At 74, he's in top physical form, full of energy and he never forgets a story. He took on his first job topping a tree in '67 and his work book is almost full with the jobs he's done since.

This week he took his second day off in six weeks. That's characteristic of the septuagenarian islander. He rarely quits.

"I don't mind doing the work at all. It keeps me in shape and I stay fit," Brundage explains. He's as nimble, if not more agile, as any youngster.

He was born on the prairies, one of three children. The Brundage family moved, when he was still very young and they settled in Vancouver, which became Brundage's base for the next 51 years. **BEGAN CLIMBING**

Harvey Brundage began climbing trees on Sunday afternoons, practising climbing using a belt and boots. When a logging firm needed a substitute, Brundage, at 18, was called in. He began logging and now he simply won't give it up.

He recalls the horses bringing down the logs from Capilano after the oxen were replaced. The oxen had been too slow, so the horses replaced them around 1906.

Brundage made the rounds of the logging firms throughout B.C. but spent most of his time in Port McNeill, the Queen Charlottes, up and down Vancouver Island and eventually, his last "show" was on Quadra Island, logging with his brother.

During that last show 1,000 board feet was fetching \$135 and a 160-foot tree was worth about \$400.

NOT BAD GOING

That wasn't bad going even in the 60's. In the 30's Brundage made \$2.80 a day: \$1.05 was spent on room and board, 10c on blankets and the remainder for the first month was usually saved to cover the cost of travelling to the camp, particularly when it was in some remote area such as the Charlottes.

"No one usually spent more than four months in a camp. There was nothing there but the work so you'd get restless. There weren't any beer parlours or picture shows so you'd get out of camp and go wild. Even though you thought you were having a good time you were just getting yourself a headache."

The wage in a logging company depended on one's duties. The newcomers were signal-men and learned the signals before working anywhere else.

"Ho ho ho ho, take her back slow," Brundage recalled the signal which followed the yell.

RIGGING SLINGER

There was a choker, a chaser and a rigging slinger. The latter was Brundage's job and involved overseeing the activities of the whistle-punk or signal-man, the choker and the chaser.

And the work wasn't easy. An average of 60 men were killed a year in logging accidents. Harvey Brundage worked for years with nine others. Seven of them died in logging mishaps.

Brundage still knows what he's doing.

"You don't take a chain saw up a tree to top it. You're so puny up there and you get your saw stuck in the tree from a slight wind and that's the end."

He hasn't always been too careful. He staged an acrobatics performance with a friend to celebrate Dominion Day in Vancouver. They climbed a tree and upon reaching the top, Brundage climbed on the shoulders of his logging companion and they both stood up. "I got \$50 for doing that job," Brundage remembered happily. The tree had stood 130 feet high.

CANNED FISH

Aside and apart from his logging past, Brundage also canned fish on a five-masted schooner in the Queen Charlottes and worked for Imperial Oil in Regina.

Transportation was often difficult to come by throughout the



Crane loader, above, was once part of Harvey Brundage's day-to-day life.

Load of shakes on pick-up, below, is off to Chicago. Both pictures, taken in the 1930's, reflect the retired logger's past experience.

prairies and British Columbia's interior so Brundage would favour a train ride over a long walk. He jumped trains all over Canada and wasn't caught until a friend leaned over the top of a boxcar to inspect a stop and a Mountie spied him. Harvey headed the other way but the police dog was already there, waiting.

Brundage, with two friends, was imprisoned for five days in Squamish and instead of an inactive confinement, the mounted policeman had the three fellows out hoeing his strawberries and cutting wood for him. They were released after the laborious five days but it didn't deter the spirit in Brundage for train-jumping.

WALKED NINE MILES

In Kamloops he'd have to walk nine miles into a desolate area where the boxcars would roll by and jump them there. That way there wasn't anyone around to see.

Three years ago Brundage went to Mexico and made a pile-driver out of wood.

"There's lots to be done down there. Lots of work around and a lot



of money to be made but I'm too old to do it now."

But Brundage isn't really too old for anything and he is probably still here because he can't speak Spanish.

He refused to be photographed and advised me to come back and take his picture when he's 80 and up a tree.

"Then I might have something to boast about, but not now."

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It's always nice to see some of the lower average bowlers coming up with some nice scores. Such was the case last week when Linda Schwagly came up with a big 880 triple, including a 339 single game. For the men we had Bob Akerman rolling the first 800 triple from the men's department, with 815. Other good scores were Ben Martens, 710; Sue Spencer, 722; Darryl Little, 766 and Terry Jenkins, 743.

We had 300 games from Ben Martens, 314; Sue Spencer, 361 and Bob Akerman, 317.

It seems everyone is quite satisfied with their game of late because no one has asked for any free coaching. Don't forget, if you need any help just ask Terry or myself and we will do our best to put you on the right track.

In case anyone has not noticed yet, Terry is giving one week's free bowling to the person who bowls the most pins over average in league play. You must put your name on the list to qualify.

Once again, to refresh your memory, here are a couple of bowling tips that can only help you to improve your game.

Always make sure that your toe is pointing at the pin you are aiming at.

Always bowl your natural speed. A medium-paced ball gets a better mixing action.

Here's another good point:

Always practice at least once a week, you really can't expect to bowl once a week and be any good at it.

This coming week is the start of the in-house tournaments. The special events tournament is the first in line and we can guarantee 24 winners from our three leagues of bantams, juniors and seniors.

Bowling times are changed. Effective Saturday, Oct. 4, Jets and Pee Wees bowl at 9:15 am; Bantams, no change and Juniors, 1:30 pm.

High scorers for Saturday, Sept. 27 were: Jets: Aaron Slingsby, 80; Shane, 57; Daniel Hatch, 52; Simon Baines, 50; Rebecca Stratholt, 58; Leah, 56.

Pee Wees: Jeffrey Neilson, 118; Ryan Davies, 101; Clinton Helfrich, 88; Annie Spencer, 92; Tanya Slingsby, 87; Angela Bader, 71.

Bantams: Bryan Farrell, 166; Jay Pinchin, 121; Kurt Sadler, 117; Laura Little, 156; Shannon Taylor and Penny Spencer, 155; Jodie Harrison, 142.

Juniors: Christine Rush, 255; Denise Harrison, 216; Shannon Corneille, 209; Charles Rose, 183; David Cates, 157; Tim Duke, 154.

Seniors: Wednesday, Sept. 24: Trisha Westcott, 196; Valerie Spencer, 181; Cindy Corcoran, 176; Danny Fraser, 278; Robert Messam, 276; Steve Marleau, 255.

Salt Spring Concert Society

Military band plays more than military music when Naden comes

BY JOAN STACEY

What do people expect when they come to a military band concert—a concert given by the Canadian Forces Naden Band directed by someone called Captain Fury and made up of approximately 30 young men, resplendent with the gold braid of their bandsmen uniforms?

Were the rest of the audience, like me, anticipating an hour and a half of rousing military marches, with perhaps an overture thrown in for variety? Possibly, the majority of the audience have been to military band concerts more recently than I have and have experienced the exciting transformation which has taken place. One might have expected to drive home humming a chorus of Sousa: but, Hot Canary?

Sunday afternoon, Sept. 28 marked the occasion of the Canadian Forces Naden Band Concert in the Activity Centre and it was a knockout. Variety was certainly the key, in programme selection. There was one march!

With precision and flashing cymbals, the band played Eagles Squadron, by Kenneth J. Alfred.

This was followed by an overture by Rossini, featuring the horns and clarinets. It was then that the traditional gave way.

Did we expect singers, comedians and violinists?

Petty Officer Jack Wright sang Roger Whittaker's, Last Farewell, with an easy intimacy that brought the house down. Leroy Anderson's, Bugler's Holiday, was brilliantly performed by three trumpeters and backed by the rest of the band.

One of the trumpeters was the Master of Ceremonies and nipped back to his place, just in time to pick up his horn and manipulate the exacting rapid syncopation which this piece demands.

STAR OF THE SHOW

Ward Officer George Bernalli was the star of the show with his comical facial expressions as he joked and told anecdotes between Monti's Cserdis and Hot Canary, played on his violin. He must have gypsy roots!

Later, with a quartet, he donned an engine driver's cap and clowning his way through some country music, his violin emitting the appropriate chugging noises and train whistles. This talented young man was also the principal clarinetist in the band. By "doubling" on instruments, several of the musicians showed their talent and versatility.

A medley of Charlie Chaplin songs included Smile, Limelight and South America and brought back wonderful memories of wonderful movies.

Jean Knight, at one point in the programme, spoke to the audience of the concert series and of the success of the endeavors of the

committee. The Salt Spring Concert Society is now a registered society.

The reverberating acoustics of the Activity Centre could not be faulted during the strange celestial music of Star Trek—obviously appreciated especially by the younger set. And a medley of World War II songs had a different sector singing and remembering.

The concert ended with a beautiful arrangement of the Maple Leaf Forever. "It might have been our

National Anthem," commented the music director. I wondered if I ought to stand up. There was a time for that too, with a completely spontaneous standing ovation.

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39-1

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39-4

Galiano

Golf Club suffers loss in replacing tractor

By BASIL AND KATHLYN BENDER

The semi-annual meeting of the Galiano Golf and Country Club was held Saturday evening, Sept. 27, in the Clubhouse.

A well-attended meeting heard Club President, Bill Patterson, review the past season. He commented on the smooth change of management from the Rogers to Art and Joy Woods.

A financial blow to the Club was the loss of the tractor, as its replacement cost \$588 more than the insured value of the stolen machine.

The eradication of daisies with Weed and Feed had been successful. Groundsman Bradley was complimented for keeping the course in excellent shape.

Members were saddened to learn of the deaths of Kay Arnott and Phyllis Barner, both prominent in the ladies' section in the past years. Best wishes were sent to long-time members Cam Prior and Morley Whillans, both suffering ill-health at the present time.

The treasurer's report was presented by Jim Robertson who predicted that the Club would probably break even for the 1980 fiscal year. Revenues from memberships, initiation fees, green fees, bar and pro-shop were up but so were expenses. It was too early to be definitive on fees for 1981 but the finance committee had proposed modest increases and these would be considered by the executive committee in November.

CALL FOR CARE

Al Lantinga reported for the finance committee, which recommended more careful control of expenditures by means of purchase orders and approval practices.

Annual dues proposed for 1981 were family golf, \$225; adult golf, \$100; junior golf, \$30; social membership, \$30; family tennis, \$70; adult tennis, \$30 and junior tennis, \$15. Green fees would remain unchanged.

In the discussion that followed, the 25% increase in the initiation fee for social members was questioned, and defended on the grounds that bridge players were a rather temperate crowd and contributed little to bar profits.

Pat Weaver trumped the secretary's ace with the information that

bridge players contribute 25% of their playing fee to the club as well as their regular dues.

Merv Ferguson offered the opinion that as the Club was semi-public, reduced green fees should be available to senior citizens as this was the custom at other golf courses.

Proposed changes in the bylaws were introduced by the secretary, Jean Lockwood.

The major change would provide for more continuity in the administration of the club. Instead of an executive committee, members would elect a board, consisting of eight directors serving two-year terms, four of whom would be elected at each Annual General Meeting. In addition, the ladies' and men's captains elected by the golfers at their semi-annual meetings would be members of the board. The board would elect the table-officers from among themselves immediately following the general meeting.

The president paid tribute to the efforts of the weekly work-crews who meet every Wednesday at 9.30 am during the golfing season to perform the chores required to keep the course and grounds ship-shape.

In charge is Charlie Dodwell, who appealed for more volunteers to supplement the faithful few who turn out week after week.

Future plans and projects were outlined by the president. Black-topping of the parking lot, course improvement and extension of the Clubhouse are under consideration by the executive. It is hoped that the Provincial Lottery Fund might provide grants to assist with the implementation of these improvements.

WATER COLOUR SHOW

An exhibition of water-colours by four artists was staged recently at the Harrison Galleries in West Vancouver. Included was some of the work of Den Oldroyd of Galiano.

Den's luminous landscapes range in subject from the Yorkshire Dales near his original home in Leeds to scenes of Galiano.

Retiring from his job with the Vancouver Province a year ago,

Dennis has built himself a house on his property on Bluff Road and has had little time for painting.

Despite this restriction he has produced several most attractive paintings which brought him success at the exhibition.

COMING EVENTS

The regular monthly meeting of the Senior Citizens will be held in the Page Drive Lounge on Monday, Oct. 6, at 2 pm. Guests of all ages are welcome, as they also are for Military Whist on Wednesday, Oct. 8, at 7.30 pm also in Page Drive Lounge.

On Sunday, Oct. 12, all Galiano parents are invited to bring their children to celebrate the Harvest Festival at St. Margaret's Church at 9 am, with Rev. John Dyer officiating.

Gifts of fruit and vegetables will be gratefully received at the Church on the Saturday afternoon before.

SPORTS NEWS

On Friday, Sept. 26, the Galiano School softball team was challenged by a team of adults which included Ian Hooley, Peter Rabatich, former school star Stuart Georgeson, the Silveys, Ace the policeman and the teachers.

Umpire was Ken Gaylor, principal of the school. Despite the power hitting of the adults with home runs being hit by Ace, Georgeson and Rabatich the school prevailed by a score of 12 - 9.

Good base running by the youngsters was aided by a home-run hit by Rodney Crocker.

The school has formed a cheer-leading group called the Galiano Deer Hunters consisting of Christine Connally, Adrienne Gould and Michelle Laughlin. The girls are convinced that it was only their vociferous support that enabled their fellow students to triumph over such formidable opposition.

Rent hikes can be expected

Tenants in teacherages owned by Gulf Islands School District can expect a rent increase in the near future.

Trustee John Zacharias presented a motion at last Wednesday's board meeting to sell the three teacherages on Saturna, Galiano and Pender Islands.

When his motion proved unsuccessful, he warned the board that he would be calling for a "substantial increase in rent" at the next meeting.

Roderick Pinchin marries mainland girl at Mayne

At noon on Saturday, Sept. 27, Roderick Pinchin was married to Joleen Pigeau in St. Mary Magdalene Anglican Church on Mayne Island by the Reverend J. K. Rodine.

Roderick is the eldest of the three children of Weldon and Anne Pinchin, proprietors of the Mayne Inn for the past five years.

Joleen, the only daughter of Connie and George Pigeau of North Vancouver, wore a floor-length dress of cream silk polyester with pink, blue and white flowers, while her bridesmaids, Karen Bishop, Patti Brand, Susan and Tammy Good were dressed in varying shades of blue.

The bridegroom's brother, Timothy, acted as his best man, while George and Kevin Pigeau with Ted Howell were groomsmen, all clad in dark-blue tuxedos. Four-year-old Dhugald Pinchin carried a satin white cushion as ring-bearer.

During a reception held at Mayne Inn, the bride and groom cut a cake made by their aunt and

decorated by Peggy Hoople of Nelson.

At sunset, the wedding guests lined the dock in front of the Mayne Inn to wave good-bye to the newly married couple as they left by float-plane for their honeymoon.

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I-IPACS venture

Coffee House seen as success

BY VALERIE RICHARDS

St. George's Hall was packed Sunday night when Ken Bloom, California musician and entertainer, performed for 2½ hours in the first I-IPACS Coffee House of the season.

By 9:30 the small hall of the Anglican Church was crowded and a "Full House" notice was posted at the entrance.

First to appear were Eric and Dale, two guitarists who had played at the Vesuvius Inn over the weekend. They produced a good foot-stomping sound blending Hank Williams with the new wave of the 80's.

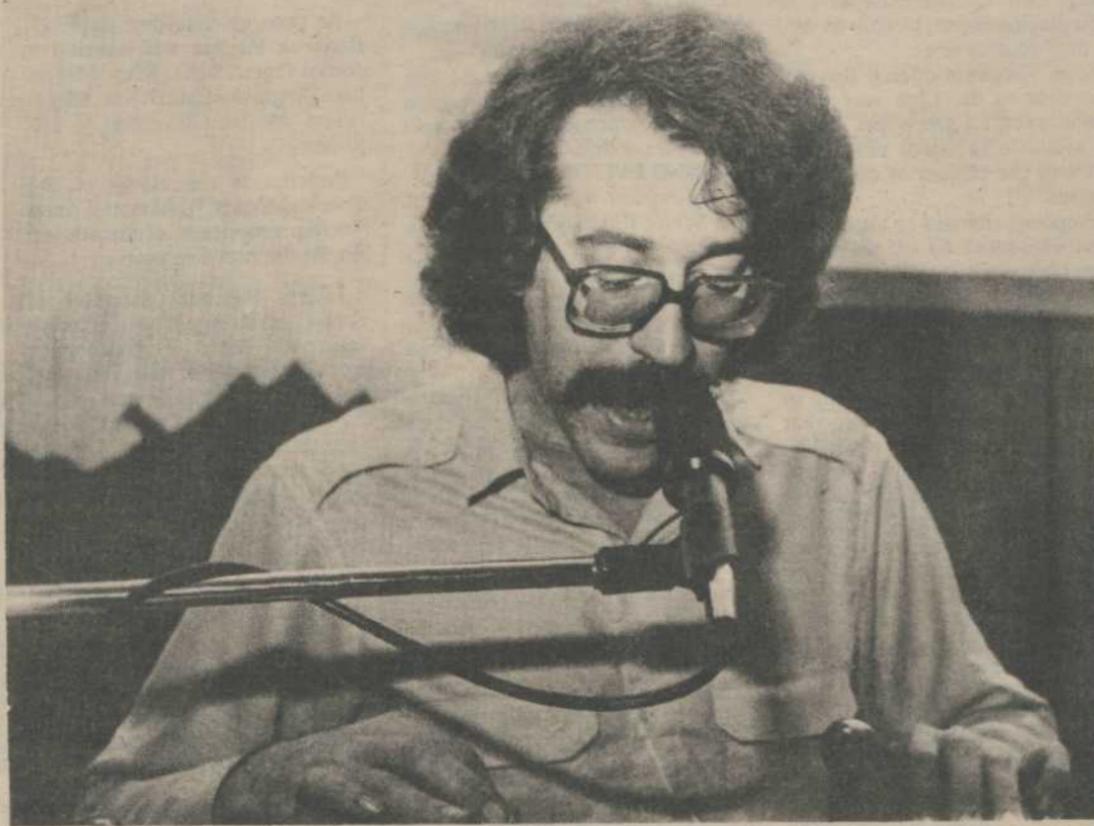
They were followed by Ken Bloom's smooth, classical and initially deceptive first piece played on the bandura.

The audience was silenced until Bloom introduced his instrument and played a Ukrainian waltz he had composed for his grandmother in California.

Bloom admitted to his attentive audience that the waltz had made his grandmother weep and exclaim, "It's so Ukrainian." Bloom was born and raised in California.

He then set aside his bandura and performed on the zither, an instrument he suggested Charley Pride should consider having in his band. Bloom played some country pieces, imitating Nashville steel sounds and singing Pride's *Crystal Chandeliers*.

After recalling his adolescent engagements playing guitar for weddings, bar mitzvahs and private parties, Bloom yodelled a polka which he perfected during a stint in his late teens. At that time he was a member of a country and western group in San Diego called the Buffalo Crotch.



Ken Bloom at St. George's Hall Sunday

In knee-high laced mocassins and wearing a pair of recalcitrant hanging glasses, Bloom was anything but a picture of a country and western performer. His versatility in performing on bandura, zither, clarinet, pennywhistle and Northumbrian small-pipes was impressive, to say the least.

Bloom finished his final set discarding all instruments and singing two ballads a capella, whereupon the audience was invited to join in.

Ken Bloom's relaxed stage manner and varied musical ability made the first I-IPACS Coffee House a success.

Proposal awaits approval

A proposal to treat the effluent from the Ganges school complex has been sent to the waste management branch to see if it meets with the branch's approval.

Building and grounds committee chairman John Zacharias told the Gulf Islands School Board last Wednesday that the plan includes septic and aerating tanks and a built-up disposal field on the elementary school playing field.

If the proposal meets with approval from the branch, the next steps would be to engage an engineer to prepare a design and to apply for a permit.

Council wants more involvement

The students' council at Gulf Islands Secondary School would like to have more involvement in the "process of change", Gulf Islands school trustees learned last Wednesday.

Trustee Vivien Pinteau was telling the board of a meeting she and trustee Mary Williamson had had with the council. Function of the council was discussed and concern was expressed over its involvement in the school's operation.

Mary Williamson said there were several "worrying things" expressed, including the teaching staff's attitude to students.

Present at the board meeting were two grade 12 students, Karen Mout and Ross McFadyen.

"We don't just want to be a social group that organizes dances," observed the former when asked to comment.

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Please show your support by forwarding donations to the address below. Copies of our Society's constitution and further information available by request.

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Strength of life force inside bare root tree is a marvel

It never ceases to amaze me to see a dry, bare-root tree burst into leaf and flower in the spring. The strength of the life force inside that bare stick is a marvel to me.

It is just amazing what a bare-root tree goes through before it is finally planted in its permanent home. The lack of moisture during transport is the hardest on the tree and its life force.

To help it survive this stress period we need to keep it moist. Good nurseries will provide your bare-root trees with moist sawdust in a plastic bag to ensure survival.

It is best to have your holes for planting ready before you go and buy your trees. If this cannot be managed it would be best to heel in your trees. Simply prepare a place where the roots of your trees can be covered with soil until they are permanently planted. Just make sure there are no air pockets in and around the root system.

Pick a place with light friable soil, cover the roots thoroughly and stomp the soil down firmly. I heeled in three trees last year and for some reason or other never got around to planting them permanently.

FIRST APPLE

One of them is now proudly bearing its first apple, and the other two are doing fine.

Roots of bare-root trees are often damaged in handling and transport. So check your trees for root damage and cut off damaged roots cleanly. Most important to the tree are the small flexible feeder roots, which are almost hair-like in thickness.

The thick, firm roots are only important as carriers of feeder roots. When a thick root is cut off, it will soon grow a lot of feeder roots at that point, similar to a hairy mop.

Do not prune any more than necessary, and similarly, prune only broken or damaged branches at this time. Any pruning to shape is best done in early spring, when the rising sap can protect and heal the wounds.

Farming and gardening

With PETER WEIS
Foxglove Nursery Consultant

LOOK FOR THICK TRUNKS

To pick out the healthiest and most vigorous tree at the nursery, look for trees with the thickest trunks. Since all bare-root trees are usually either one- or two-year-old "whips", the ones with the thickest trunks, given the same growing conditions, are usually the most vigorous ones.

So, if you want an apple tree which will bear its first apple or two next year, find out when the new stock arrives at your favorite nursery, go early and pick out the ones with the fattest trunk. Make sure that you have the compatible pollinator, and with any luck you will have an apple or two next year.

So to repeat what has been said here before, do not prune except when absolutely necessary, do not disturb the soil in the planting hole more than necessary, add a pound of bonemeal per tree, do not fertilize and watch it grow.

There are two schools of thought on staking trees. Staking a young tree will help it to grow straighter, or where it is subject to severe winds or rambunctious kids, stakes will help.

PREVENTS FLEXING

On the other hand, staking will prevent the flexing of the trunk and it does not encourage the tree to anchor itself firmly by its roots. So, free flexing of the tree in the winds will cause it to anchor itself firmly.

In any case, stakes should be removed after two years for semi-dwarf and standard trees. Dwarf trees, though, must remain staked throughout their lives.

If staking is necessary, use some

stout wire and slip some old garden hose over it. Form a figure eight with this, with one loop around the tree and the other around the stake. Leave the tree lots of room to grow in the loop.

Since we are in a somewhat sheltered area here at Weston Lake, I only stake the trees which can profit by some straightening. All others are unstaked and doing well.

When pruning trees for their basic framework of branches, remember that a branch, let's say at the three-foot level, will remain at that height for the life of the tree. Many people think that a branch will grow higher as the tree does. This is not so. Although the tree grows higher, the branches will remain at the same height. But leave the pruning to shape until spring.

WATCH FOR SUCKERS

One more thing to watch for are suckers from the root stock, growth which starts below the graft union. The graft union is usually at the base of the trunk and is easily identified as a thickened section.

Any growth from below this thickened section must be removed whenever it appears, as it will sap growth energy which should be directed into the grafted part. This must be especially watched on trees which have been grafted to several varieties and are known as "combination" trees.

The trees on our place are about 40 to 50 years old, have been totally neglected for 10 to 15 years, yet they continue to shower us with an abundance of fruit, which we eat fresh, store, dehydrate, juice and share with our friends.

Minister to visit

Education Minister Brian Smith will visit Salt Spring Island October 24 as part of his forthcoming tour of school districts in the province.

The public is welcome to attend a meeting with the minister at the Activity Centre in Ganges, Gulf Islands School Board was told last Wednesday.

The meeting will take place between 9:30 and 11:30 am.

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Soccer league

New team, new agreement

BY MALCOLM LEGG

Last week turned out to be the most eventful week to date as the Intra-island opened the league season, the Blues played again, the Association held its first full-scale meeting and a surprise team appeared on the scenes.

With so much to write about it is hard to know where to start.

The surprise team is probably as good a place to start as any. It took only six days to create; pretty good considering it took God seven days to create the world, but our association now has a division two juvenile team thanks to some hard work by Ken Marr. The new team will be called the Cyclones and has already found a coach and 16 players. This puts our off-island total at six teams; not bad for our little island.

INTRA-ISLAND LEAGUE

Before going to last week's results, I would like to review some of the teams competing, as I promised last week. This week I will cover the junior teams and next week the senior group.

The Green Machine looks to be the strongest of the three so far primarily due to the leadership of Justin Scott. Coach Chuck Nelken seems to have a group of hustlers who never say die and will get stronger as the games progress.

The Blazing Eagles are being coached by Cathy Proctor with help from ex-Sockeye Shauneen Spence. Cathy is looking for leadership from returnees Allison Proctor, Curtis Galbraith and Paul Smith and there is no doubt they will win their share.

The Red Demons are also back and also have a new mentor in Alan Hardie. Alan has a large group of returnees led by Jeffrey Douglas, Lance Davis and Trevor Hardie. Alan feels the Demons will not be cellar-dwellers this season but rather are looking for divisional honours.

It is going to be a close division, probably decided in the last week but the main thing is that the kids have fun.

Last week's results were:

Senior: Panthers, 3 (Andrew Aust, 3); Whitecaps, 1 (Izak Ondre); Fury, 3 (Chad Little, 1; Mark Nordine, 2); Kanaka Cosmos, 0.

Junior: Red Demons, 1 (Lance David); Green Machine, 1 (Justing Scott); Blazing Eagles, 0.

MEN'S SOCCER

Salt Spring Blues, 0; Gordon Head, 1.

I guess a tough game to lose. The Blues carried the play to Gordon Head most of the game but the opposition shut down the highly-touted Blues' offence, something rarely done this season.

For the Blues it was a day of poor finishing around the goal-mouth as they had numerous opportunities to score, particularly in the first half. Their frustration was compounded as they missed a penalty shot late in the encounter to all but sink the locals chances.

On the bright side was the play of newcomers Mark Hughes and Larry Spence and also that Salt Spring carried the play. Overdribbling and some poor passing seemed to kill the Blues once they got close to goal but their build up of the play was strong and should bring them a better result in their

Board looks at another busing problem

No sooner did the Gulf Islands School Board solve one busing problem than another cropped up last week.

Parents on Baker Road had asked the board to consider changing one route so their children could be picked up at the Baker and Lower Ganges Roads intersection. Conveyance committee chairman Strick Aust reported at last Wednesday's board meeting that implementation of a schedule change had solved the problem.

Last week a group of parents of secondary-level students wrote to the board objecting to another schedule change which sees the bus pick up their children at 7 am. In addition, the walking distance for some of the students has been extended and hitch-hiking is increasing as a result.

The letter was signed by a number of North End Road residents.

Strick Aust told the board that the bus route has not changed, but an enrolment increase has necessitated a time change.

The later bus which the students were previously taking was "potentially full" before arriving at those North End Road stops, said Aust. The bus is not normally full but it doesn't pick up every student who lives on that route. Some of the parents take their children to school while others hitch-hike, the board learned.

The change had been made so as to ensure that those students on North End Road would be able to get on the bus.

Aust said the conveyance committee would investigate the matter.

next match against Metro.

Also, special thanks must go to referee Strick Aust who called an excellent game in keeping everything well in hand.

ASSOCIATION MEETING

The meeting was more of an informed gathering to get all our coaches and managers together, so they could get to know each other better and give their opinions on our programs.

Our lineup of coaches and managers is as follows:

President, Malcolm Legg; treasurer, Strick Aust; Salt Spring Blues, coach, Jim Bradford; manager, Malcolm Legg; Salt Spring Cyclones, coach, Herman Bantel; manager, Margot Capper; Salt Spring Kicks, coach, Mel Coates; manager, Jackie Coates; Salt Spring Selects, coach, Nick Bargnack; manager, Gary Hartwig; Salt Spring Strikers, coach, Strick Aust; manager, Olga Mason; Salt Spring Wranglers, coach, Ed Davis; manager, Paul Minvielle; Salt Spring Panthers, coach, Phil Hume; Salt Spring Whitecaps, coach, Bruce Hume; manager, Mrs. Smith; Fernwood Fury, coach, Ron Hatch; manager, Marguerita Nordine; Kanaka Cosmos, coach, Malcolm Legg; manager, Joanne Logan; Red Demons, coach, Alan Hardie; Blazing Eagles, coach, Cathy Proctor; Green Machine, coach, Chuck Nelken.

The basic points agreed upon at the meeting were:

Encourage the fun aspects of soccer, especially at the Intra-island level.

Ensure all players play 50% of each game, as long as they attend practices.

Enforcement of suspensions for players who draw yellow and red cards.

Register all our players with the B.C. soccer body to ensure insurance coverage (this is why we need birth certificates).

Outfitting our officials to make them look more like officials and also hold a certification course.

Try to get supporterships for each team.

Encourage Kick-A-Thon program as fully as possible.

Women's Auxiliary to be formed.

Soccer information course to be offered.

Next week a look at our Senior Intra-island teams, see you then.

Anne Sober and Alice Fraser top women's golf

WITH PAT DOHERTY

On Tuesday, Sept. 23, in the ladies' nine-hole section, on the final day of the Legion Cup, 11 girls turned out, and when it was all over it was Anne Sober as winner, and Gwen Ruckle as runner-up.

On the same day in the ladies' 18 hole division, in competition for the Marg Johnson Cup, there was a tie for low net between Jean Cunningham and Alice Fraser.

In an 18-hole play off between these two ladies, Alice emerged the winner with a fine net 67. Four of our ladies travelled to Glen Meadows to play in Victoria and district two, qualifying on Friday. We wish them luck!

In the men's section, the final of the Crofton Cup was played off on Saturday, Sept. 27, and it was Malcolm Robertson against Kevin Noble for 36 holes to decide the Club Champion for the coming year.

CLOSE MATCH

It was a close match all the way, a real battle of golf skills, and it is too bad not enough of our members showed up to watch this fine golfing contest.

Kevin won two up, and while we congratulate him on his fine effort and hail him as club champion for the coming year we must also say a "thank you" to Ada Woodley who

has spent so much time and effort into getting the juniors organized, and it must be a real thrill for her to know that one of her protégés is Club Champion.

It is also nice of the men's section to acknowledge that the club champion should be the best golfer irrespective of age.

Free swim

The Salt Spring Island Recreation Commission's free swimming program will begin on Sunday and run through until December 28. The commission has rented the pool at the Panorama Leisure Centre in Sidney from 6 to 8 pm every Sunday.

Swimmers will catch the 5 pm ferry from Fulford and return on the 9 pm sailing from Swartz Bay.

Other facilities at the centre include a whirlpool and sauna, and open family skating takes place between 4 and 6 pm. There is a minimal charge for the latter, the commission said this week.

A car pool system will be used again this year. Anyone with room in his vehicle or anyone who needs a ride may call commission member Jack Althouse.

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Opening sequences are brilliant but it is a silly movie

Having read yet another scathing review of *The Fiendish Plot of Dr. Fu Manchu*, I feel obliged to come to the defense of my late friend, Peter Sellers.

All the laughter-making, all the splendid characterizations, all the inspired lunacy of this great comic, is being laid aside by the critics, because his last movie was not up to standard.

I agree, it is a silly movie. Those responsible for the script and direction must have been taking time off. But it is no sillier than many which have gone unremarked and unremarkably into the archives. The critic who read racism into it; another who saw in it subversive social comment; well, they are just a little sillier than the movie itself.

But what is unforgivable is that not one reviewer (of those I have read) had the grace to comment on the opening sequences of the movie, which were among the most brilliant I have ever seen. Perhaps they arrived late and missed both the musical jest and the visual delights of the acrobatic teams which were used as a counterpoint to the credits.

A PIONEER

Come to think of it, Peter was a pioneer in this field. Are you old enough to remember the Saul Bass credits for the first Pink Panther movie? The Mirisch Corporation became noted for its ingenious mixing of animated captions with the action of the movie, and in fact started a trend which has been successfully followed by many movie-makers since then.

Perhaps my affection for Peter and my fond memories of Sax Rohmer's novels, which I read as a teenager and young adult, have blinded me to the worst excesses of this latest *Fu Manchu*, but I will always treasure the memory of the opening music - that was Peter's

More Food for Thought

BY MARY C. WILLIAMSON

touch, I'm sure. And the man who gave us *Being There* should be forgiven at least one mistake. After all, he didn't intend it to be his last movie!

DEATH A REMINDER

Another year of my life is ticking to a close, and I find myself subject to attacks of nostalgia. Every death, especially that of a contemporary, reminds one very forcibly of one's own mortality.

I borrowed a selection of *Hits of the Sixties* from the Victoria Public Library, and am fascinated to find it is centred around John F. Kennedy.

A series of photographs is captioned by excerpts from his speeches. They are certainly worth re-reading:

"The world is very different now. For man holds in his mortal hands the power to abolish all forms of human poverty and all forms of human life. And yet the same revolutionary belief for which our forbears fought is still at issue around the globe, the belief that the rights of man come not from the generosity of the state, but from the hand of God."

(Inaugural Address, January 20, 1961.)

LET NO MAN DESPAIR

"But however close we some-

times seem to that dark and final abyss, let no man of peace and freedom despair. For he does not stand alone. If we all can persevere, if we can in every land and office look beyond our own shores and ambitions, then surely the age will dawn in which the strong are just, and the weak secure, and the peace preserved."

(United Nations Address, September 25, 1961)

"If a free society cannot help the many who are poor, it cannot save the few who are rich."

(Inaugural Address)

Speaking of which, did you hear that Henry Andrae won \$50,000 in a recent Windsday draw?

Ah well, as scripture incomprehensibly says: To them that hath shall be given!

MAYNE ISLAND TRUST COMMITTEE

will be meeting on Wednesday, Oct. 8 at the Agricultural Hall, Mayne Island, at 7 pm. The public is welcome to attend.

39-1

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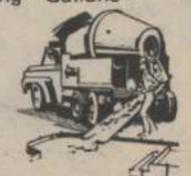


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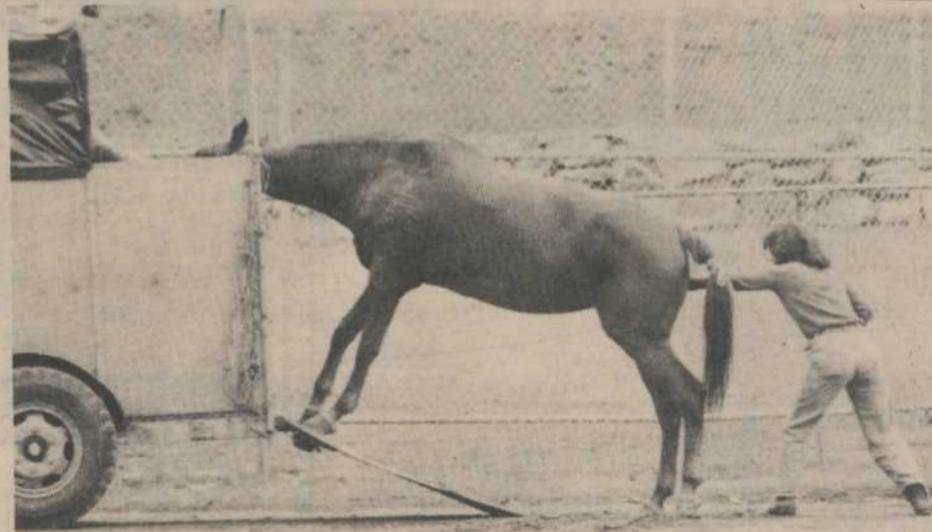
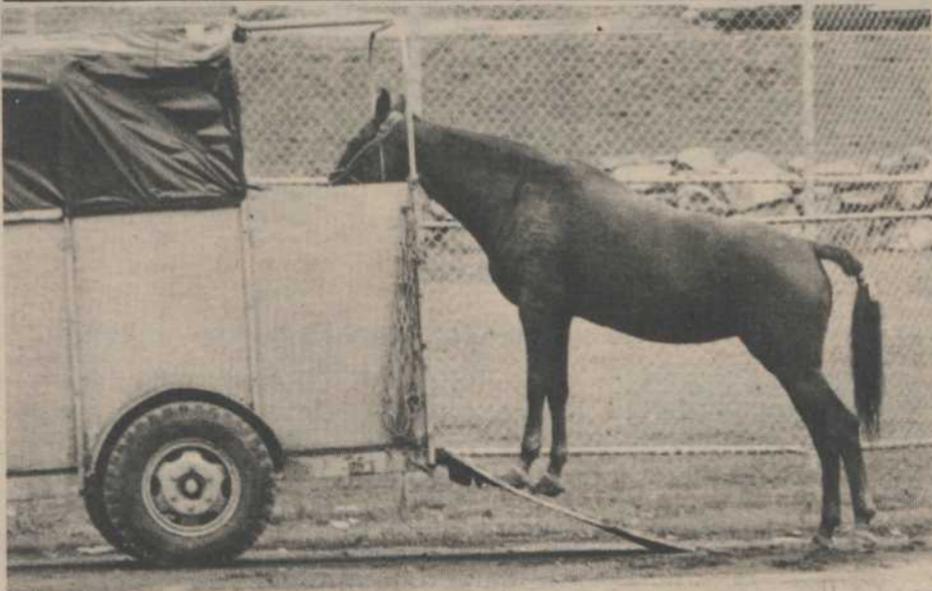
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Handy guide to local services

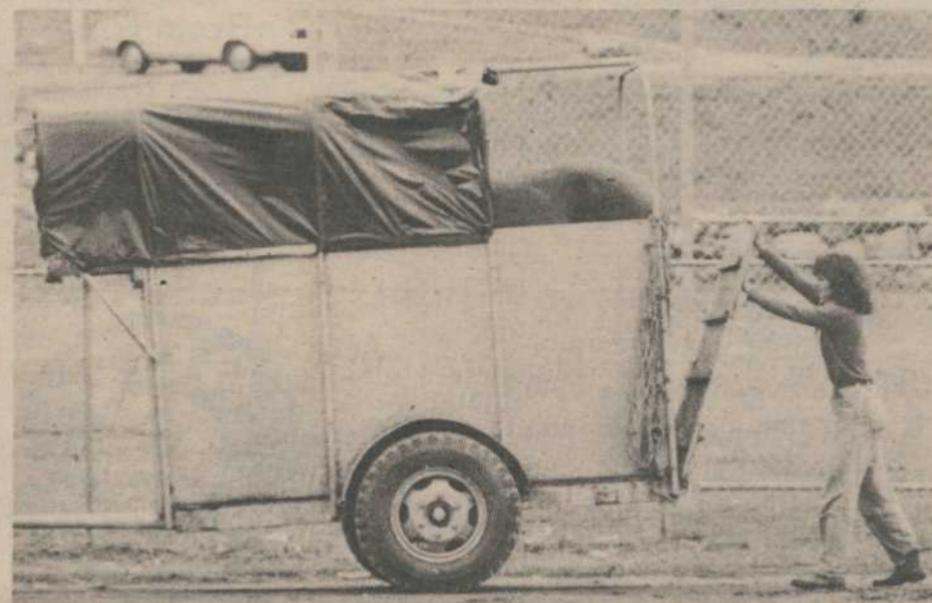
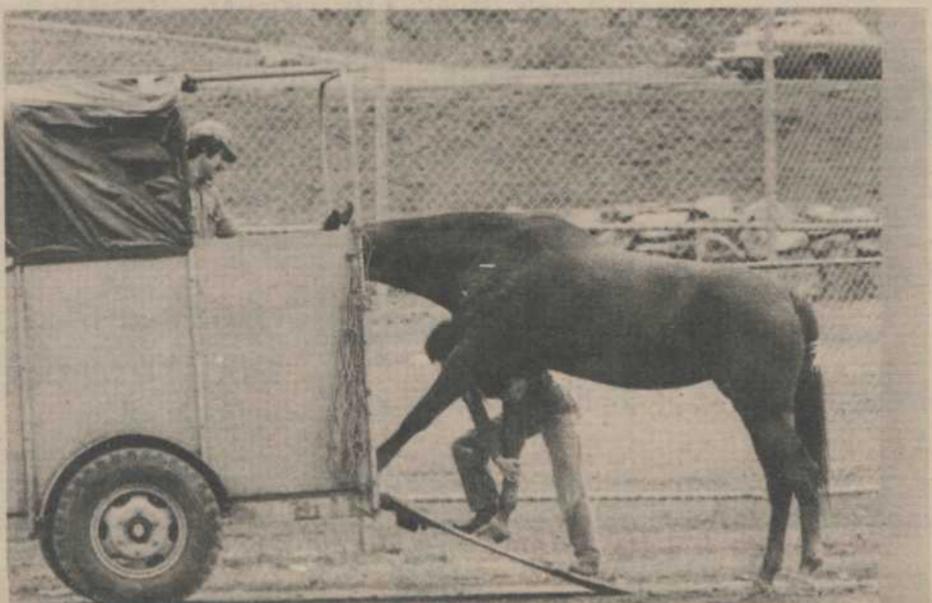
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Sequence of pictures was taken over a period of about 10 to 15 minutes, during which time the horse displayed a great deal of reluctance over entering trailer. Incident caught the attention of a *Driftwood* photographer as it took place across the street from the

newspaper office. A helping hand, some gentle tugging and a push from behind finally succeeded in getting the horse to comply with owners' wishes.



NOW OPEN

Gulf Islands Rental Centre Ltd.

(located next door to the RCMP office on Ganges Hill - 537-9501)

Our opening equipment stock includes -

Exercise equipment - bikes - row-abouts
Sanders - belt - orbital - feather edgers
Drills - Hole Hawg - H.D. - Sawzalls
Chain saws - gas and electric
Extension cables
Kango demolition/hole hammers
Building heaters

Chain hoists
Come-a-longs
Cable ratchet pullers
Hydraulic jacks to 20 tons
Extension ladders - step ladders
Generators - to 3500 W.
Fridge and freezer dollies
Pumps - waterbed - centrifugal - submersible
Staplers - crowbars - gas cans

Hedge trimmers
Sledge Hammers
Kaydee crane with engine sling
Concrete mixers
Full range toilet & drain cleaning equipment
Major appliances
Roto-tiller - wheel barrows
Hose pipe - hand tools
- and much more

We shall be happy to discuss your equipment needs, from a sledge hammer to a sixty-ton mobile crane.

Coming soon - cribs - high chairs - folding beds & other domestic items. We are extremely interested to hear your needs.