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HORNBY ISLAND & DENMAN ISLAND
COMMUNITY NEWSLETTER

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DENMAN ISLAND BAROQUE FESTIVAL

HORNBY
Friday May 3, 7:15 pm
New Horizons
"Hornby Baroque"
by Contrasto Armonico
Baroque chamber music concert

DENMAN
Saturday May 4, 4:30 pm
Community Hall
"Welcome Concert"
by Contrasto Armonico

Monday May 6, 7:30 pm
Community Hall
"Tutors' Concert"
by Contrasto Armonico
Baroque chamber music concert

Tuesday May 7, 7:30 pm
Community Hall
Talk by Marco Vitale &
Pat Unruh

Thursday May 9, 7 pm
Community Hall
Community Baroque Concert

Saturday May 11, 2:30 pm
Community Hall
"The Fairy Queen"
A semi-opera with music by
Henry Purcell



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CONTENTS

ISSUE NO. 1381 • MAY 2ND, 2019

• OP/ED •

- 11 • EU: NO POPULIST BREAKTHROUGH
by Gwynne Dyer

• COMMUNITY INFO •

- 2 • POTHOLING DENMAN
by Anthony Gregson
- 3 • DENMAN BAROQUE MUSICAL
FESTIVAL PROGRAMME
by Andrew Fyson
- 5 • THE 'DENMAN TIGHTENS' RULE!!!
by Noel Villard
- 7 • DENMAN SENIORS AFFORDABLE
HOUSING • PROGRESS & PROTEST
by Anthony Gregson

• ARTS&LIT •

- 9 • FROM THE CROW'S NEST:
THE FISHING SONG
by William Thomas
- 12 • OBSOLESCENCE
by Leo Simmons

- 6 • POETRY: BULRUSH
by Thomas Provençal

REGULAR FEATURES

- 3 • Tide Table
- 13 • Advertising Rates/Editorial Policy
- 14 • Crossword
- 15 • Classified Ads
- 16 • Business/Services Directory
- 16 • The Coming Week's Events

Cover image: Signs of protest in front of DAC.
Photo by Dreadful Imagery



- DENMAN: 700 • HORNBY: 510 •
- E-SUBSCRIPTIONS: 33 •

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The opinions expressed herein do not
necessarily reflect the views of the
Publisher.

POTHOLING DENMAN

by Anthony Gregson

COMM
INFO

The potholes of Denman! They are, like, part of the brand, right? Like the fabled wines of the Loire Valley, English fish and chips (sorry, make that curry nowadays), or the gleaming ski slopes of Whistler. A bone-jarring rattle along Lake Rd is all part of the Chickadee Lake experience. What about sinking up to your axles in the mother of all island potholes on the descent to Cable Beach, introducing a frisson of emergency to the classic calm and beauty of a Gulf Island morning? Potholes and washboards are good for you, shake up the old insides! They test the quality of your gums, and best of all, by forcing us all to slow down to a cautious crawl, reduce the old carbon footprint. Potholes are green!

Contracting LP, based in Cumberland, who won the contract for road maintenance a year ago for the north island, including Hornby and Denman, Quadra and Cortes. They weren't met with pitchforks, but the discussion was, shall we say, rather lively at times.

There was much that was positive. Ms. McRae mentioned that MOTI's focus is ongoing maintenance. There is to be more aerial brushing (overhanging branches and tree trimming), base stabilization slat-

ed for some gravel roads, dealing with the infamous Cable Beach issue which has involved a hydrology technician report to decide on alternatives, and culvert work for East and Millard roads. Graffiti Hill boring was done recently to determine ongoing sta-



Colin Barkley

As Tallina McRae, MOTI District Operations Technician/Area Manager reminded a Denman Island Road Stakeholder Meeting on March 27th, "A gravel road is a gravel road". It is a gravel road to washboard and pothole. The meeting of the Road Stakeholder Committee was practically a seminar in just that, the issues of paving on Denman Island. The occasion was a Meet-Your-New-Contractor, Mainroad North Island

ability, there is ongoing Cross Island trail consideration, and the need for gravel sources (possibly barges) to re-gravel roads.

Mainroad, represented by Leon Bohmer with the two-on-island employees, Jeff Kidd and Colin Barkley, stated that they were still in the

... continued on Page 4 ...

DENMAN BAROQUE MUSICAL FESTIVAL PROGRAMME, MAY 3-12 by Andrew Fyson

COMM
INFO

Friday, May 3 Our 3rd Festival kicks off on Hornby, 7.15 pm at New Horizons. We've added this concert so that Hornby Islanders can experience our tutors, known collectively as Contrasto Armonico. This ensemble includes Enrique Gomez-Cabrero Fernandez on violin, Romeo Ciuffa on traverso flute and recorders, Marco Vitale on harpsichord and Marta Semkiw on cello. They will play beautiful baroque chamber works by Vivaldi, Telemann, Boismortier, Sammartini and Senaille

Saturday, May 4 Contrasto Armonico will present a "Welcome to the Festival" concert in the Denman Community Hall at 4.30 pm with works by Vivaldi, Handel, Forqueray, Senaille, Telemann & Boismortier.

Monday, May 6 Contrasto Armonico will present The Tutors' Concert in the Community Hall at 7.30 pm including works by Quantz, Williams, Forqueray, Biber, Vivaldi & Telemann.

Tuesday, May 7 Marco Vitale, the music director for the workshop and an eminent harpsichordist, will present a talk on baroque playing practice in the Community Hall at 7.30 pm. Pat Unruh will also make a short presentation on medieval notation.

Thursday, May 9 This year's Community Baroque Concert will take place in the Community Hall at 7 pm. Workshop participants and members of the Denman community including the Madrigalia choir directed by Paddy O'Connell, will present baroque works.

On **Saturday, May 11** at 2:30pm, the Community Hall will be the setting for the climax of the week with the performance of *The Fairy Queen* with music by Henry Purcell set with parts of Shakespeare's *A Midsummer Night's Dream*. The choir and orchestra of the workshop will be preparing all week for this. The musicians, actors and dancers have been learning their parts and developing their choreography for many weeks.

Tickets for *The Fairy Queen* are available in advance for \$20 at The General Store and Abraxas Books (students \$5 at the door). Admission to other events will be by donation.

The organising committee (Pelka Wiltshire, Paddy O'Connell, Sharon Clarke, Sharon Walberg, Robert Newton and myself) would like to thank the myriad of donors and volunteers for this, our 3rd festival. We hope to see you all there, or as many as we can legally squeeze in.



TIDE TABLE

• Secondary Tidal Station Ford Cove •

2019-05-02

(Thursday)

Time	Height	
PDT	(m)	(ft)
05:00	4.4	14.4
11:48	1.9	6.2
17:51	3.8	12.5
23:18	2.4	7.9

2019-05-03

(Friday)

Time	Height	
PDT	(m)	(ft)
05:24	4.4	14.4
12:14	1.6	5.2
18:35	4	13.1
23:59	2.6	8.5

2019-05-04

(Saturday)

Time	Height	
PDT	(m)	(ft)
05:48	4.4	14.4
12:43	1.3	4.3
19:19	4.2	13.8

2019-05-05

(Sunday)

Time	Height	
PDT	(m)	(ft)
00:41	2.8	9.2
06:13	4.4	14.4
13:14	1.1	3.6
20:06	4.4	14.4

2019-05-06

(Monday)

Time	Height	
PDT	(m)	(ft)
01:24	3	9.8
06:40	4.3	14.1
13:49	0.9	3.0
20:54	4.5	14.8

2019-05-07

(Tuesday)

Time	Height	
PDT	(m)	(ft)
02:10	3.2	10.5
07:09	4.2	13.8
14:27	0.8	2.6
21:45	4.6	15.1

2019-05-08

(Wednesday)

Time	Height	
PDT	(m)	(ft)
03:02	3.3	10.8
07:43	4.1	13.5
15:08	0.8	2.6
22:38	4.7	15.4

2019-05-09

(Thursday)

Time	Height	
PDT	(m)	(ft)
04:02	3.4	11.2
08:23	4	13.1
15:54	0.9	3.0
23:32	4.7	15.4

2019-05-10

(Friday)

Time	Height	
PDT	(m)	(ft)
05:16	3.4	11.2
09:15	3.8	12.5
16:45	1	3.3



• Daylight Savings •

Source: tides.gc.ca

EXPRESSIONS OF INTEREST SOUGHT

The board of DIRCS (the community hall) is seeking a carpenter/builder to undertake our summer 2019 program of capital upgrades.

We are planning a new set of exterior stairs for the stage exit, and repairs to the south and east sides of the building to repair and improve weatherproofing on that side of the building.

Inside, we are planning to remove the timber stairs in the backhall (raise your hand, those who have not smashed their head on them!) and install a set of collapsing attic steps, along with renovations to the Green Room and other works.

Collectively this all amounts to a fairly significant amount of labour and materials.

We are in the process of preparing a more detailed budget. To discuss the project, contact *Stirling Fraser at 5-1009*.

Thanks, DIRCS Board

... continued from Page 2 ...

process of gearing up for the job and getting a grip on the issues within the contract area. They have not maintained island roads since 1988 so feel new to the scene. The Northern Vancouver Island is certainly not a piece of cake. Mainroad's website points out that Mount Washington has one of the heaviest snowpacks in North America, and as in all mountainous regions, weather and conditions can change dramatically by elevation. The stakeholders were informed by Mr. Bohmer that Mainroad is building a baseline database that will inventory the maintenance status of every road, including culverts, regravelling, brushing, seal-coating, and asphalt. The database will be used to set priorities in conjunction with MOTI.

All well and good, but Denman roads leave a lot to be desired. First there is the dust. Mr. Bohmer explained that this year there will be more dust control applied over an increased road area. Dust remediation is time sensitive so the product (calcium chloride) can't be applied too early but can be re-activated with water. With MOTI approval (because of the involvement of sub-contractors), dust control can also be reapplied. Finally, individual residents can also make an email request to Mainroad for more dust control in their area. When the suggestion was made that the MOTI road classification of Danes, Park and the Point roads does not reflect the dust control needed (due to the increase in summer visitors to Morning Beach Park), Ms. McRae said revaluation would be considered. Mr. Bohmer added that it wouldn't be a problem to apply more dust control product.

Then there are those potholes. Deputy Fire & Rescue Chief Rob Mannering pointed out that potholes can force first response vehicles to move more slowly because of the stiff suspension, losing precious time in an emergency, especially with a patient in the ambulance. The discussion became somewhat heated where potholes force cars to drive on the wrong side or on the verge, creating the potential for accidents. It was pointed out that some roads, like Lake, have reverted to dirt due to the lack of gravel with pot holes worse than ever because the grader doesn't cut deep enough, so pot holes

return immediately. Apart from the fact that Mainroad is only three months into the contract, Mr. Bohmer replied that cutting deeper with the grader would only weaken the area around the pot hole and destabilize the surrounding area. The solution was a road base upgrade. The grader is also being fitted with

"wobbly" wheels that will help pack the surface after grading.

This led to the question of whether all Denman roads are up to ministry standards. Ms. McRae explained that some roads started off as "goat trails" and were "grandfathered" in. This was the case with Lake Rd. which was never properly built to begin with. Others, handed over to MOTI by subdivision development, had to meet minimum provincial specifications. That being the case,

was "new" money needed to bring roads up to standard? Ms. McRae replied that these roads are on the provincial list which decides priorities, but there are different budgets which dictate what projects are done. Mr. Bohmer chimed in about "shovel ready" plans that just need the funds to be allocated. Improvements normally

start with base composition, shaping and the application of aggregates, but Mainroad needs time. At least the old hard-paved surface of Northwest Road is to get a new surface.

A more extensive program of improvements, like hard paving a lot more roads, is beyond the current purview of MOTI regional management, and would require something like a cost benefit analysis that would be the responsibility of islanders. When asked if it was necessary to get political and lobby politicians to make funding available to bring roads up to higher standards, Ms. McRae replied that its not necessarily political, that there is a wish list, and requests are being made, adding that petitions aren't the answer.

... continued on Page 5 ...



Steel fender damage after 10 years from Calcium chloride dust suppressant.

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... continued from Page 4 ...

Overgrown road shoulders and animals leaping unexpectedly onto the roadway were another concern arising from the minimal brushing/mowing that was done or not done at all last spring/summer. The previous contractor was rapped on the knuckles by a Non-Compliance Report from MOTI, however, it was pointed out that effective mowing is also a balance between timing, weather and fire hazard issues. Mainroad also stated that there will be a dedicated mower for Denman, and it should start mid-May depending on the weather, maybe sooner. Mr. Kidd added that mowing occurs in the 1.8 m shoulder area and beyond that is considered "machine brushing" which comes out of a different budget.

Transition of cyclists from edge of pavement to dirt shoulder also came up where there is a groove between the two or a change in elevation. Mr. Kidd said that the plan is to do all the shoulders (in a month or two) with a specially designed machine that will take care of those issues.

Winter snow and ice raised other concerns. A difficult area are the many, long private drives, deep in snow, which are outside Mainroad's responsibilities. What to do when both Fire & Rescue crews and home care support are unable to reach some homes? With an ageing population, this is a serious concern. The supervisor of HDCHCS Home Support was advised to call Mainroad hot line or Ms. McRae directly to request "special consideration" which could provide alleviation in specific situations. What about people who have a 4x4 with a plow or a bobcat? Denman, like most rural areas, has no shortage of privately-owned equipment. Could local sub-contractors be employed when needed? Ms. McRae said it could be a possibility, but stringent guidelines would have to be met, and a first step would be to notify Mainroad.

When the observation was made that even walking on the roads was

treacherous due to compact snow, and that this is the first snow where gravel/sand wasn't liberally applied to compacted snow, Mr. Bohmer stated that Mainroad had fulfilled its contractual agreement. Even though the grader is shared, there is an all-wheel drive backhoe and plow truck which is more than was contractually needed.

Despite these issues, the meeting did not hesitate to commend the local Mainroad crew, Jeff Kidd and Colin Barkley, for their response to what proved phenomenal snowfall in February and March, working at all hours of the day and night to keep public road clear.

The Denman West ferry hill was also mentioned as a safety issue where the lack of center lines, sloughing narrow shoulder, and overgrown blackberries all cause problems for ferry traffic, pedestrians and cyclists. Ms. McRae will discuss the issue with BC Ferries to try and resolve some of the problems but assured everyone that the hill is stable according to the geo-tech. Ms. McRae and the Area A Director will engage in conversation with the CVRD to see what can be collectively done.

Time and time again, the issue of gravel supply surfaced and getting it here is problematic now that changes to Denman West prohibit gravel barges from coming in while the Bill Mee Boat Ramp is also considered unsuitable due to wind and tides. Trucking appears to be the only answer, which is costly and slow, but Ms. McRae's manager is on board and Mainroad will make it happen.

Finally, the issue of unauthorized changes (resulting in environmental damage) made to the beach access at Denman and East roads (aka Cable Beach) also came up. The ministry of Forests, Lands and Natural Resource Operations (FLNRO_) are also involved in deciding "next steps" and want input from the community as to what they would like.



THE 'DENMAN TIGHTENS' RULE!!

by 'Tighten captain' Noel Villard • Photo by Rick Paisley

COMM
INFO

Once again this year, the amazing team from Denman Island entered the Comox Valley Snow to Surf Relay on Sunday, April 28th and what an incredible job they did. The race consists of nine legs involving alpine skiing, nordic skiing, running, kayaking, biking and canoeing. It starts at the top



of Mt. Washington, winds down the mountain, through the woods, over to Comox Lake, out towards Royston, into Courtenay and then eventually ends up at the Comox Marina.

... continued on Page 6 ...

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This year the 'Denman Tightens' Team (in race order) consisted of Alpine skiing, Noel Villard, Nordic skiing, Ian Lark, running, Blake Hanna, running, Scott Snyder, mountain biking, Michael Rapati, kayaking, Peter Marshall, road biking, Ian Bailey and canoeing, Duncan Stewart and Graeme Johnston. The team competed in the grand master category, placing 6th in

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that division, and beating their time from last year. They finished in a very impressive 59th place in a total field of over 140 (younger) teams.

On race day, we had an encouraging note from our Captain 'on leave' Captain Kevin Behrens. "Good luck Tightens... I hope the skiers aren't running, the runners aren't hobbling, the bikers aren't pushing and the paddlers aren't swimming!". We missed you, Kevin, and sincerely hope that you will be back with the team next year. After a year hiatus, we were overjoyed to welcome back teammate 'Podium Pete' Marshall.

**Well done Team Tighen...training
for next year begins!** 🍓

Bulrush

by Thomas Provençal

*I am a reed in the river,
Set here to quiver
While she wanes and she waxes,
Tenses then relaxes.
I stand here, a pole of resistance,
Firm in her flow;
She glosses around me,
Leaves me where she found me,
Always leaving, always arriving,
A stream of awareness ever-changing,
New waters carrying novelty
And memories, creating herstory.
I am the keeper of this spot of the Earth!
My rod points to the stars
Proclaiming my existence!
Here to record all that the river
Can bring to my attention.
She'll wash my feet and weaken my grip
On the floor of my world
And one day she may flood me
Beyond persistence.
But until that day!
I'll wallow in her wiles
And taste her juice,
Sipping at the flow of her delivery.*

DENMAN SENIORS AFFORDABLE HOUSING • PROGRESS & PROTEST

COMM
INFO

by Anthony Gregson • Photos by Dreadful Imagery



An ad hoc group of "community songsters" foregathered in a friendly protest before an Islands Trust meeting on April 24th to express their frustration - in song - at the failure of the Trust to produce, after two years, a draft of the bylaw needed to build the Seniors' Affordable Housing Project by the Guesthouse.

Rural affordable housing, as Harlene Holm points out, is unknown territory. Harlene, a former Island Trust trustee, and DCLTA (Denman Community Land Trust Association) board member, ought to know. Since November 2013, the DCLTA has slowly pushed forward their current project for which Harlene acts as board spokesperson. Seniors' Affordable Housing will be an eight-unit development of four, small duplexes (total eight units of less than 600 sq. ft. each) on two acres of land next to the Guesthouse. "If you can find a spot near the village, you can actually go to the medical clinic, buy a book, pick up a bottle of wine, and have a coffee, then stroll home." What's not to like?

Most peoples' idea of affordable housing is urban, often built by government or as an offset to private development, meaning, legions of paid professionals. It is complicated at the best of times, with the involvement and

approval of multiple jurisdictions. MOTI (Ministry of Transportation and Infrastructure) oversees subdivisions and variances to lot lines. VIHA (Vancouver Island Health Authority) approves waste water and domestic water systems, and FLNRO (Forests, Lands, Natural Resource Operations and Rural Development) has jurisdiction over water and grants the water license. The Islands Trust makes the decisions for rezoning and creates the amending bylaws to provide for the specific use and density. There is need for constant consultation with everyone involved. Each of these authorizations has its own application process, with specific requirements and proof of documentation.

To all this complexity is added the sheer scarcity of available land for affordable housing on Denman. Density allowances are treasured for several reasons. There are limitations on population growth under the Community Plan and existing Crown land densities have been traded in lieu of cash to create parks (such as Northlands), and conservation areas. Accommodation development is restricted in the ALR (Agricultural Land Reserve) which covers about half the Island. In fact, the Senior's project had to apply for exclusion of the land from the ALR. The Official Community Plan supports the creation of affordable housing and, for this purpose, has set aside a 5% increase over the buildout (total number of permissible dwellings) on Denman. But there is not the sizeable sort of land bank on which a municipality might

2019 DENMAN ISLAND RECREATIONAL GRANTS

The 2019 CVRD Recreational Grant applications are now available. There is approximately \$18,000 grant money available to Denman Island non-profit organizations that provide sport and fitness related recreation activities. These grants are funded through the CVRD from Denman Island property tax revenues to support the provision of recreation services for Denman residents.

*Applications are available under "R" in the free post at Abraxas Books and online at www.denmanresidents.com. The application deadline is **May 30th, 2019**.*

The Recreation Grants Committee will review all applications. Their recommendations will be presented at the DIRA general meeting June 10, 2019.

Questions may be directed to **Jack Forsyth 335-2867**

www.denmanresidents.com (hit the Recreation Application button on the home page)

... continued on Page 8 ...

... continued from Page 7 ...

be expected to draw. The Islands Trust Conservancy holds about 34 residential densities for affordable housing. The recent land swaps involving the Valens Brook watershed shows the artful lengths necessary to squeeze out just one additional density for affordable housing.

Up against all this is the necessary rural reliance on volunteers and private fundraising for land purchase by donation or bequest in the absence of (and avowed preference to avoid) the financial muscle of commercial development. That means Denman affordable housing development is a constant juggle of funders, and volunteer commitment. That point was made by Trustee David Critchley at an Islands Trust meeting of April 24th speaking to failure of the Islands Trust to draft the bylaw allowing the Seniors' project to build. In the presence of attending planners, Trustee Critchley said "The Islands Trust has not been nimble enough in the process, and it also reflects badly on the institution. It is not something I can defend." The community, he added, is "really fed up. We are burning out volunteers who have other things to do with their lives and creating uncertainty for funders."

The meeting went on to pass a motion to urge planners to come forward with a draft bylaw, but a follow-up motion by David Critchley to have the draft ready by the next meeting (June 6) found no seconders amongst the two other voting trustees, despite the thunderous mood of the room.

Planners subsequently explained why the hard deadline "was difficult, even if there was a "possibility" of expediting the process with a draft in preliminary form written in "draft language". Staff are working simultaneously on different application amendments to the Community Plan and must collaborate. They said they cannot work in "silos or bubbles" on only one application because variances to Policy or the OCP must be harmonized to avoid creating anomalies or conflicts. When a bylaw is presented at first reading, "the community should have some degree of confidence that all the Trust Policy and Official Community Plan issues have been dealt with." Further, with all the work faced by the North Islands Trust office on Gabriola, putting additional pressure on planners erodes the consultation process between planner and applicant.

That is not how DCLTA sees the delay. Trust planners are also caught up in a web of consultation and approvals from the other jurisdictions. According to DCLTA, it was made very plain that the bylaw could not be prepared until two outstanding approvals were in hand. But the DCLTA claims that contact has not been made with these agencies. "It's not happening", Harlene told the meeting. The DCLTA feels that planners should not hold up a rezoning application pending work on later applications or the wait might become infinite. According to the AGM DCLTA Director's Report, delays, to date, appear to be arising from a jurisdictional tussle with Trust staff wanting time to draft a document that establishes a broader Trust jurisdiction over water than that held by FLNRO. Added to this, the DCLTA

also believes the Trust planners are bunching up applications, including Denman Green, the proposed Farmhouse East at the Hornby ferry, and Seniors' Affordable in an effort to get them all approved when the last one is ready. But Farmhouse East is at earlier stages, will probably be somewhat controversial, and could push the approvals off by years in a process of compounding delay.

Smoke was left hanging in the air. Trustee Laura Busheikin, no stranger to the rigours of affordable housing as a pioneer of the Coho Landing development process, urged "the deepest levels of perseverance". Yet the DCLTA has been through this process before. The Ridge Project (2010-15), their first, also took four years to get bylaw approval. But the process was less complex, involving only one house on land donated under with minimal conditions. The complexity of the Seniors' Affordable Housing project is of another order of magnitude. "It's big," says former Trustee Louise Bell and DCLTA member, "and the regulatory part is complicated due to new legislation."

The DCLTA has an egalitarian structure with board members taking responsibility for specific tasks, both receiving direction from the board and reporting. Everyone works with a draft buddy who is either on the board or an expert in the area of the task. The board has advisers on approval processes, water, and agriculture; which makes it possible for a small group to tackle many of the complexities. "The island," says Harlene, "is amazing for expertise".

... continued on Page 9 ...

... continued from Page 8 ...

What is so striking about the DCLTA is their flexibility and breadth of vision. "The opportunity," Harlene says, "dictates the model". They are open to all sorts of different approaches. The Ridge Project involved equity sharing for a hectare of land, with the DCLTA owning everything in the ground, debt free. But the donor wanted first say on who would be sharing the property because "people who are willing to share land often have someone specific in mind." However, the tenant and future tenants must meet the same specific tenant and affordability criteria based on Statistics Canada Low Income Cutoff where no more than 30% of income should be paid in rent plus an additional 20% to reflect the higher cost of living in BC and on an island. The Seniors Affordable Housing Project is a quite different approach, with land purchase and unit construction. DCLTA endeavours could include other housing models such as a housing coop where DCLTA would just own the land and people would build and retain equity in their houses.

"A land trust, "Harlene points out, "is a mechanism for getting things done." But setting yourself up to simply satisfy the requirements of a prevailing system "isn't always productive because all the functioning of a system isn't necessarily of benefit". For that reason, DCLTA also sees itself as an information bank on the possibilities and needs of rural affordable housing. "There's lots of variations out there."

"The big problem," Harlene states, "is meeting everyone's needs. That means an ongoing commitment to community consultation. The requirements must reflect what the

community wants. "People are here because they want to be on Denman Island, in a rural environment, this kind of community. DCLTA wants to make sure that our projects look like that." At venues such as the Saturday Farmers' Market, DCLTA looks for donations and listens to ideas, of which there is no shortage on Denman. "People are not going to say it should be exactly this, but they are going to say there are these musts – and don't do that".

Whatever the opportunity, though, all DCLTA projects follow (and endeavor to exceed) standards such as building, appropriate housing, and safety. The Seniors' project is going to go for total passive heating, the gold standard for energy conservation, will have accessible design, and a purple pipe wastewater conservation system. As soon as the amending bylaws are in process, the project will begin to approach issues of housing design and the attention to detail and livable functionality that will be required.

One thing is clear. The tenants of the Seniors' project won't feel like the poor sods in the tower of Vancouver's Woodward's Centre with its complement of affordable housing units. "What they desperately need is a grocery store which used to be there; what they got was a university and an art gallery." Nor will they feel like they are living in an institution. If the Islands Trust Planners can only "grasp the nettle," as Trustee Critchley put it, some very contented seniors may soon be growing their own nettles for soup.



FROM THE CROW'S NEST:

ARTS&LIT

THE FISHING SONG *By William Thomas*

The fish-dependent village was starving. With the disabled trading boat long overdue and no gasoline for their Boston Whalers, every meal consisted of coconut and (pounded-taro) *poi*, with occasional slivers of protein donated by some unlucky seabird. Which is why I'd invited their two best fishermen to prepare their lures on Celerity's broad wing decks as we sailed wing-and-wing through the lagoon's western pass into the open Pacific.

"What are you singing?" I inquired of the big, near-naked men as they sat cross-legged, happily paying out their spaghetti-thick monofilament lines.

"The fishing song," came their reply. The first handline twanged taut. Followed instantly by the second.

With conveyor-like continuity, the fishers cast and hauled in their lines, as Thea hustled to toss their catch into the bow nets stretched between the hulls. By late afternoon, when we entered the lagoon's southern pass for the long beat home, both nets were bulging with tuna – along with distraught barracuda whose snapping Skilsaw snouts made everyone dance and shout.

... continued on Page 10 ...

... continued from Page 8 ...

The breeze fell light. With a silent hiss, the ocean swallowed the sun.

The *motu* we wanted vanished off our port hand as I took a final bearing and ducked below to flick on the masthead running lights and plot our final course change. As Thea held our upwind heading by the binnacle's red glow, I estimated our distance run, leeway and tacking angle... then waited... waited!... and quietly called up to her to tack the boat.

Back on deck, with mainsail and jib strapped in tight, all eyes turned to me as we sailed on into the black void. Minutes dragged. Checking the distance log, I told Thea to drop the sails and stand by the anchor as I jumped aft to start the outboard.

Slow ahead, we ticked on into utter darkness. When the depth sounder showed 30-feet, I softly called, "Drop," before backing down to set the hook in the same sandy seafloor we'd departed that morning.

I hoped.

The bow curtsied as the rode came taut. I killed the motor. In the abrupt silence, everyone onboard peered intently into... nothing. It felt woo-woo eerie, gliding out of nowhere to anchor in. the Twilight Zone.

Suddenly, women's bright laughter and excited male exclamations filled the darkness. Bobbing flashlights appeared above us, dipping behind invisible palms to descend onto an unseen beach.

Once again, sheer blind luck and the grace of Tangaroa had saved the captain's reputation.

That night, the sick and elderly were fed first, followed by the children. The next day, the entire community turned out for a feast that will be remembered in local lore. Only after their dying king reached out from the veiled dreamtime to give his trembling benediction did everyone fall to. Mother Ocean's bounty fed us all. With enough dried meat to stretch to the trader's return.

The lesson for Hornby-Denman fishers is clear. Bless every navigation beacon you see. And the next time you make for Norris Rocks, turn off your fish finder. And sing your fishing song of blessing and temptation.

If you aren't already. 🍷

Leo also writes under the pseudonym Liam Samolis. Catch his recent book 'Signs of (a) Life' on Amazon.co, Amazon.ca or Amazon.uk; save some trees and buy more than 500 pages of life's little disasters as an e-book for only \$3.99...

MOTHER'S DAY BRUNCH 10-1 pm MAY 12TH

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Last week for Flatbread - new
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RESERVATIONS RECOMMENDED

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We open at 5pm until 7:30pm

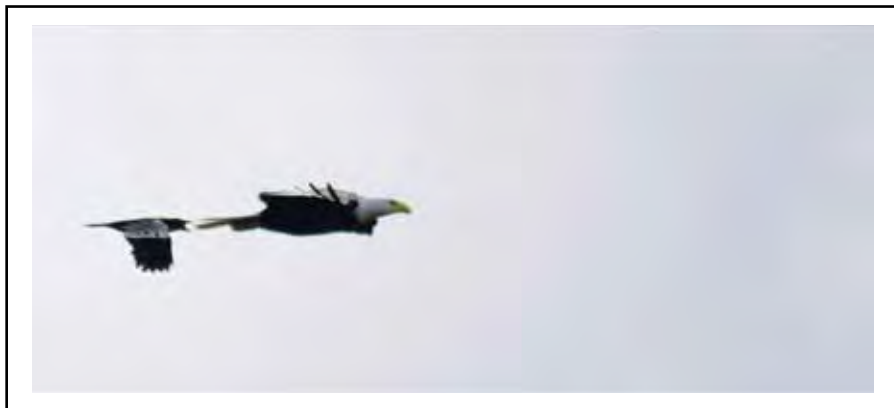


Photo by Chris Seguin

EU: NO POPULIST BREAKTHROUGH OP/ED

By Gwynne Dyer • Originally published April 25, 2019

For the second time in a month, a member country of the European Union has NOT voted a populist into power. Could it be that the populist wave has broken?

It would be a good time for that to happen, because elections to the EU's parliament are next month. The hard-right populist parties that have already proliferated in the 28 member countries were hoping to sweep into a dominant position in the EU parliament as well next month, but maybe the story will be more nuanced.

The Spanish election on Sunday saw the traditional socialist party (PSOE) increase its vote by a quarter under the leadership of Prime Minister Pedro Sánchez. "The future has won and the past has lost," said Sánchez, who has raised the minimum wage, appointed a female-dominated cabinet and promised to bring in laws defining rape as sex without clear consent during his brief time in power.

That wasn't the headline on Monday morning, of course. Good news is no news, so the media played up the fact that a particularly nasty party of right-wing populists called Vox has made it into the Spanish parliament for the first time.

Vox is anti-immigrant, anti-Muslim, and promises to "make Spain great again." It wants to repeal laws against gender violence, and opposes abortion and same-sex marriage. But it actually only got 10 percent of the votes, and most of those it stole from the Popular Party, the traditional home for nationalist and ultra-conservative voters.

Sánchez will still have a hard time putting a coalition government together – he's probably going to have to make some deal with the Catalan separatists, which will alienate many other Spaniards – but this is not exactly populism triumphant.

It wasn't a populist triumph in Slovakia last month either. The neo-fascist candidate, Marian Kotleba, didn't even make it into the run-off presidential vote. In the second round Zuzana Caputova, a neophyte in politics,

beat the candidate of Robert Fico's ruling Smer-SD Party, which plays by right-wing populist rules and has close links with Viktor Orban's elective dictatorship in Hungary.

The presidency is a largely ceremonial office in Slovakia, so Fico is still really running the government (although he had to step down as prime minister last year after an investiga-

tive journalist looking into links between Slovak politicians and organised crime was shot dead by hired killers). It's not all roses yet in Slovakia, but spring is in the air.

So what does this tell us about the populist wave in Eu-

rope in general, and about the EU parliamentary elections next month in particular? Not as much as you'd like, because 'Europe' is a very complicated place.

What we can say is that there is a general rise in nationalism, from Brexit-supporting Britain to a huge surge of anti-Muslim, anti-immigrant feeling in Eastern European countries (which have almost no Muslims, or indeed immigrants of any sort). We can also say (although most people won't admit it) that nationalism on this scale does pose a real threat to the future of the Euro



... continued on Page 12 ...

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pean Union.

The European Union was the great political success story of the latter half of the 20th century. What was once the most war-torn part of the globe, the source of both the world wars, has become the most peaceful, cooperative and democratic region on the planet. It also looks after its citizens, on average, better than almost anywhere else.

Why would they (or at least a lot of them) now be in rebellion against all that? Economic growth has been slower in the past few decades, but they are not poor. The gap between the rich and the rest has been widening, but not nearly as much as it has in the United States or China or Russia. Why risk throwing it all away?

The EU has lost its unifying external threat. It was the menace of an allegedly expansionist Soviet Union that drove the Western European founders of EU to bury all their old quarrels and come together, but the Soviet Union is long gone and Putin's Russia is not really a plausible replacement.

Another irritant is the growing pressure of immigration: refugees from wars in the Middle East and from both tyranny and climate change in Africa. The 'threat' that immigration poses is greatly exaggerated, but the 28 different governments of the EU have not come up with a coherent and effective policy to deal with it while the populists exploit it with great suc-

cess.

The right-wing populist group of parties in the European Parliament currently holds 37 seats in the 751-member parliament but the latest opinion polls predict that it will rise to 61 seats in next month's election. If the United Kingdom is still in the EU at that time, which seems likely, the total could rise to a hundred, but that's still hardly a landslide.

The concern is not for the immediate future, but for the trend line. The populists have been gaining strength for two decades now, and if that goes on for another five years the EU could just vanish, the way the old Soviet Union did in 1991. So from that point of view, at least, the news from Spain and Slovakia is good news.



OBSOLESCENCE *By Leo Simmons*

ARTS&LIT

D^{OH!}

Ever since I was a shorts-wearing, blotchy-skinned, knock-ankled (most people had knock knees; I did things differently and had the special shoes to prove it) freckled child, I have been a car nerd. I only stopped (or put the brakes on...see what I – never mind...) being a car nerd when I left the country of my birth in 2002 and arrived in the land of enormous engines ('motors') and roads without many corners or bends to disrupt their flow across the continent. The time once existed when I could identify a model of a car by the smallest piece of evidence (which occasionally came in useful during my former career), a knack which fed into my love of all things automotive.

Such truths only make it more strange that, once unleashed upon the world with a salary and pockets for it to burn holes into, I embarked upon satiating an apparent compulsion to purchase a succession of what we in England used to refer to as 'sheds'. Sheds as in not very useful as cars, and frequently static. Sheds as in ugly, strange-smelling places. Sheds as in – on one troubling occasion – populated mostly by spiders and mice.

What I was doing, of course, was approaching the art of car buying from the wrong angle: desire. The first car I bought lasted less than two hours in my possession, and was returned to the dealership before it – and my horrified father – spontaneously combusted. But it looked good...I fell in love with my first permanent car because it too looked gorgeous, albeit in a 1970s way (so: not gorgeous at all). It took only two days to firstly break down and then – on the same day – run itself into a concrete bollard (a long story which I don't have the space to include here; best buy my book then...). 'Twas an omen, my friends.

There then followed many years of appalling vehicular choices (punctuated by one glorious interlude which I naturally had to ruin by selling the darned thing for a stupid reason) and the disappearance of an alarming amount of

... continued on Page 13 ...

... continued from Page 12 ...

money while I pursued my four-wheeled and two-wheeled urges. Rarely did I make a reasoned, sensible choice and even when I did, things tended to figuratively - and often literally - fall apart.

Middle age brought with it one last mighty spasm of automotive torture (an Audi) before things finally settled down a few years ago. Finally, I said to myself, I've served my time. I've at last arrived at a place where I have a car I enjoy and can have faith in. Like a fool, however, I'd reckoned without the cruel humour of the automotive gods. Like a blinkered idiot, I'd overlooked the demise of fossil fuels and its associated technology. The result is that after all this time and all those struggles with bruised knuckles, oily rags and wet driveways, I find myself staring down the barrel of the truth. Gasoline is dead. My beloved car - my all-time favourite - is obsolete.

As we used to say in England at such moments: bugger. 🍷



Photo by Chris Seguin

• THE ISLANDS GRAPEVINE •

EDITORIAL POLICY

The Grapevine is dedicated to fostering a sense of community on Denman and Hornby by covering events, issues, and the creativity of the many gifted people amongst us. The following is our policy on content:

- Profiles of individuals, history, reviews and op ed are published free of charge.
- Literary content including poetry, stories, belle lettres is published free of charge.
- Promotional content for products, services, programs, and events will be published at going advertising rates.
- Public service announcements, notices of meetings, and news releases will be published for a fee. Exceptions will be made for emergencies where the public is immediately endangered.
- With regret, no exceptions can be made for non-profit status.

Please keep in mind that Hornby and Denman are a very small market for newspaper publication. We do our best to provide quality content at no cost to our readers but we ask you to understand that this depends on financial viability. Paper, ink, postage, equipment, and rent all add up. As it is, the Grapevine can only be brought to you with considerable subsidy of time and energy by our team which is very willingly given. The Grapevine would like to accept more content free of charge, particularly around community news, and is working on plans to expand its reach and revenue base to move towards that goal.

ADVERTISING RATES

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Please contact us to find out how many you should print.

- or -

we can print it:

\$7/100 (letter-sized - one-side)

\$12/100 (letter-sized - two-side)

CLASSIFIED ADS

30 words or less.

1 week • **\$8.39**

2 weeks • **\$15.40** (\$7.70/wk)

3 weeks • **\$21.00** (\$7.00/wk)

4 weeks • **\$28.00** (\$7.00/wk)

5 weeks • **\$33.25** (\$6.65/wk)

6 weeks • **\$39.90** (\$6.65/wk)

7 weeks • **\$46.06** (\$6.58/wk)

8 weeks • **\$50.40** (\$6.30/wk)

\$4.20/week for each additional 30 words

BUSINESS DIRECTORY LISTINGS

6 weeks • **\$25.44** (\$4.66/wk)

12 weeks • **\$45.80** (\$4.20/wk)

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PROMOTIONAL ARTICLES

Advertise your event with an article.

\$34.98

for up to 300 words and one graphic/photo.

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Price is based on 1x1 column inches
(2.4"wide x 1.2"high)

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For ads that are greater than 1x1 the spacing between columns and rows must be accounted for. For each additional column inch in width add 0.15" and for each additional column inch in height add 0.02".

For example:

a 2x3 ad (2 column inches wide x 3 column inches high) would be
2.4"+2.4"+0.15" w x 1.2"+1.2"+1.2"+0.02"+0.02" h

Front Page • **\$21.00/1x1**

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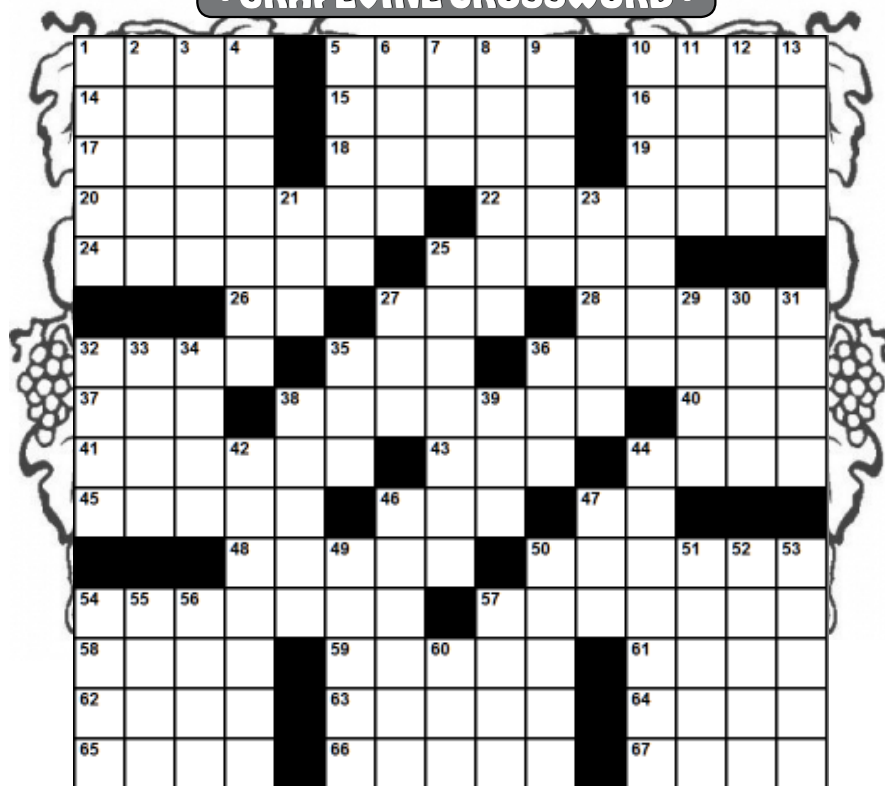
Discounts available for placing ads for multiple weeks.

DEADLINES

Deadline for ALL submissions is **every Monday at Midnight.** Please contact us for more information.

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• GRAPEVINE CROSSWORD •



• ACROSS •

1. Target
5. Brake parts
10. Epic
14. Tricky scheme
15. Spouse's kin
17. Anne Frank's father
18. Designer's concern
19. Byron's title
20. River in Venezuela
22. In a state of anomie
24. Sheep breed
25. Beast of burden
26. Answerer's choice
27. Balloon sound
28. Income's opposite
32. Fizz flavor
35. Bear hand
36. Put in a mausoleum
37. Cluster of seals
38. Limping
40. Ultimate principle of the universe

41. Quickly weds

43. Possessive pronoun
44. Excellent
45. Bounce off
46. Adjust for proper functioning
47. -- course!
48. Final answer asker
50. Express vaguely
54. Bongo player
57. Plunders
58. Needle case
59. Length of yarn
61. Family biz abbr.
62. Card of a sort
63. 1,000 in French
64. Canter leisurely
65. Actor Ladd
66. Leaves out
67. Batter's stats

• DOWN •

1. Bachelor no more
2. Extravagant
3. Moving
4. Kind of verse
5. Dance music
6. Centerward
7. Conniving
8. Summon
9. Attest
10. SRO indication
11. Balm ingredient
12. Long-beaked fish
13. Connecting words
21. John's Yoko
23. Malign
25. Types of neckwear
27. Kiddo
29. Barker of filmdom
30. Certain agent
31. Chinese horn
32. Builder's need
33. Actress Montez
34. Bouquet
35. Ballet step
36. Mil. rank
38. Macho ones

39. Gomez's

42. Segment
44. Friendly
46. Himalayan state
47. Blade
49. Contrivance
50. Abates
51. Frenzy
52. Parkinson's disease drug
53. Double curves
54. Alpha follower
55. Abbr. after a list
56. Charisma
57. Comic Kamen
60. A high priest of Israel

Mr. Stofer



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Grapevine

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• LAST WEEK'S SOLUTION •

O	H	I	O		G	A	O	L				A	D	S
L	I	O	N		A	B	B	A	S			O	B	I
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B	E	D				G	A	L	S			A	X	E



• CLASSIFIED ADS •



CARPOOLING

RIDE OFFERED TO DEPARTURE BAY FERRY, typically Mondays from the 6:40 am.

RIDE OFFERED FROM NANAIMO TO BUCKLEY BAY, typically Thursday afternoons.
Max 335-0364

HAVE ROOM FOR A PASSENGER? NEED A RIDE? Carpooling offers and requests are free to run in The Islands Grapevine. Contact us to place your ad today. 335-9188, theislandgrapevine@gmail.com.

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5TH WHEEL HITCH with bed rails \$200 RBW UHS-85-7 GVWR 12000lbs 250 335 0070 HI

DENMAN ISLAND ROUGH CEDAR. 1X6's and 1X8's still available as well as live edge slab pieces. Call Cheryl @250-650-7252

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WAGNER FIREWOOD will begin delivering for 2019 on May 1st. Two cord price is \$540 to Denman and \$560 to Hornby, plus tax Phone or text Scott at 334-7323.(DI/HI)

SERVICES

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GUTTERS seamless, supply and install also repairs, for free estimate contact Kevin at 250 335 1986 or cell at 250 667 3233. Serving Denman/Hornby.

A PRACTICAL AND HANDY MAN • Electrical • Plumbing 40 plus years experience as an electrician. Licensed as a Master Electrician, Insured. Extensive experience renovating houses. Ty Runkle 250 702-1247

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EXCAVATOR, BACKHOE & TANDEM GRAVEL TRUCK SERVICES. KJM Construction and John Isbister Excavating are pleased to serve the islands and beyond. Please call Kenny at 703-6512 or John at 335-2565. SEEKING WORK of a physical nature; Firewood splitting & stacking are specialties, gardening too & other labour jobs! Stephen 250-871-6560 evenings \$15/hr.

PRIVATE HOME CARE AND RESPITE WORKERS Perri Gorrara and Basia Pryl are offering their services to Island residents. Services include light housekeeping, caregiving, driving etc. References available. Contact us: 250 703 3192, 250 335 2767

THORLACIUS TRUCKING Top soil, bark mulch, gravel and sand. Denman stockpile for smaller loads. Driveway maintenance and grooming. Call Chris & Lora, 250-650-9986. thorlaciustrucking@gmail.com

MR. FIX-IT PLUMBING & All household major and small appliances. All large and small machinery. Yard machinery, chainsaws, outboards, automotive, sharpening, welding and fabricating. Call Rick Graham 335-0954. (HI)(12/20)

MAGNIFICENT TOPSOIL, Bark Mulch, all gravels, Bison compost, Treework, site clean up, fir mill end firewood, roof tear off, demolition. High grade lumber. 30 years local Enptr. Call Dave 218-9667.(DI)(12/20)

COMMUNITY NOTICES

DENMAN PLANT SALE! Saturday, May 11th at the Farmers Market, 9:30-12pm. All proceeds to the Denman School PAC and DICES!

DOG WALKING VOLUNTEERS needed! Better at Home is looking for an experienced dog walker for a Denman senior's dogs. This is a volunteer position. Even one or two times a week could be a great start. Please contact me by email at dominique@hornbydenmanhealth.com or leave a message at 250-898-0245 to know more about how you can help us.

REACH NON-RESIDENT EMPLOYERS by listing your skills and services on the Job Board. <https://denman-resource.wordpress.com/skills-and-services/> Time to refresh your listing? Denman WORKS promotes new and updated listings on the Island's two Facebook Bulletin Boards (they reach far beyond Denman). Contact denmanresource@gmail.com

COMPUTER RECYCLING
* Save your old hardware from the scrap bin
* Bring new life to forgotten or outdated equipment
* Secure data destruction of all re/writable media
Contact for drop off times and location: remskolney@gmail.com

WANTED

SENIOR RESPONSIBLE HORNBY COUPLE, former operators of Bradsdadsland campground, still fully employed seeking Denman rental or Hornby property. Prepared to pay premium, fair rate under long term lease for appropriate roomy place. We are Carol, 30 year Home Care worker 250 740 2929 and Laz O/A the other. guy207@gmail.com renovator 250 207 0222.

RETIRED SINGLE WOMAN WITH DOG, looking for rental. Long time Denman Islander, local references. Suggestions or offers, contact Dorrie at dorrancewoodward@gmail.com or 250 335 3288

EMPLOYMENT

EMPLOYMENT OPPORTUNITY: The Bottle Depot is hiring a summer assistant. This part-time position consists of approximately 50 hours of work helping the regular attendant, last weekend of June through Sept Labour Day Weekend. Email your resume to lyndseyjennings-bc@gmail.com or mail to DIRA-WMC, 2491 Piercy Road, DI, BC, V0R 1T0 BY JUNE 20. For more information phone Lyndsey Jennings @ 250-335-9177.

OBITUARIES

My mother
Faith Bancroft
has passed away.
Her ashes will be interred
in
Denman's Green Cemetery
May 12th at 2pm
All who knew her are
welcome.
Silas Bancroft

• BUSINESS DIRECTORY •

• (H) Hornby • (D) Denman • (UB) Union Bay •
• (FB) Fanny Bay • (C) Courtenay/Comox •

• ACCOMMODATIONS & RENTALS •

- Denman Activity Centre (Seniors) Rentals **335-3027 (D/H)**
- Denman Community Hall Rentals **335-9177 (D/H)**
2 halls, commercial kitchen, new sound system
suitable for concerts, plays, meetings, weddings, etc.

• REAL ESTATE • INSURANCE • FINANCIAL SERVICES •

- Bente Pilgaard, RE/MAX The Islands **335-2510 (H/D)**
- Cloutier Matthews LLP, Chartered Professional Accountants **338-7367 (All)**
- Sheelagh Mackenzie, Fair Realty **702-6362 (D/H)**
- Sylvie Schroeder • Royal LePage office, Denman & UB **898-9199 (D/U)**

• BUILDING • CONSTRUCTION •

- Bobcat and Compact Excavator • Steve Isaak **335-1853 (All)**
- Cal's Bobcat Services • Auger, Grapple, Rake **613-447-8873 (D/H)**
- David W. Steele • Carpentry & Renovations **702-9155 (D/H)**
- Dean's Digger - Mini Excavator & Small Haul **218-4534 (D/H)**
- Denman Electric, Licensed, Fully Insured & Bonded **335-3122 (D/H)**
- Excavator/Backhoe/Tandem Gravel Truck • Kenny Mather **703-6512 (All)**
• John Isbister **335-2565 (D)**
- Gutters Supply & Install • kcgutters@outlook.com • Kevin **335-1986 (D/H)**
- Ken Fischer, B. Arch. • Home Design and Construction **335-2976 (D/H)**
- Kinetic Electric, licenced, bonded & insured **335-1741 (D/H)**
- Ray Ulovec-Backhoe/Excavator, Septic Installation **335-3145 (D/H)**
- Renaissance Stoneworks • natural stone/slate installation **335-0220 (D/H)**
- Richard Menard • Carpentry, Construction & Renos **335-1877 (D/H)**
- Roc-Isle Drywall, Harvey Hodgins • 35 yrs exp. 'certified' **334-4776 (D/H)**
- Seaside Electric • Licenced, Bonded & Insured **702-0570 (D/H)**
- Tandem gravel truck & transfer trailer • Grant Morrison **335-0702 (D/H)**
- Water Tanks and Cisterns • Steve Isaak **335-1853 (All)**

• SERVICES •

- Acupuncture, Herbs • Dr. Willo Walker, Dr. TCM **335-1535 (D/H)**
- Bio-Energy Healing, Empowerment, Laughter Yoga • Shari Dunnet
335-1877 (D)
- Chiropractic Care on Fridays • Dr. Dawn Armstrong, DC **465-8482 (D)**
- Massage Clinic • 2796 Northwest Rd. • Leyah Kelly **335-2584 (D)**
- Peter T. Mason - Land Surveying **757-8788 (All)**
- Tree Service - Darian Chase • Arborist **218-0404 (All)**
- Trueview Treecare, seniors' discount • Wildbill **898-7246 (D/H)**
- Yoga Classes, Holistic Massage, 30 years exp. • Fiona Walker **335-1535 (D/H)**

JUNE CALENDAR

DEADLINE IS

FRIDAY MAY 24TH

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Just a friendly reminder
from the Islands Grapevine
to encourage our readers
to support those who
advertise in our pages..

.. without them the Grapevine could not deliver
community-minded articles to the mailboxes of
islanders for free!

THE COMING WEEK'S EVENTS

DENMAN ISLAND (DI) HORNBY ISLAND (HI)

THURSDAY 02

- CAP SITE 3-7 pm • Community School(DI)
- D.I. FOOD BANK 3-7 pm • Community School(DI)

FRIDAY 03

- CAP SITE 3-7 pm • Community School(DI)
- D.I. FOOD BANK 3-7 pm • Community School(DI)
- RANDY DUNCAN Ukulele CD release 7pm • Guesthouse(DI)
- BAROQUE FEST "Hornby Baroque" 7pm • New Horizons(HI)
- HORNBY ISLAND BLUES WEEK • The Hall(HI)

SATURDAY 04

- CAP SITE 11-2 pm • Community School(DI)
- HORNBY ISLAND BLUES WEEK • The Hall(HI)
- BAROQUE FEST "Welcome Concert" 4:30pm • Community Hall(DI)
- COMMUNITY WILDFIRE PREPAREDNESS 2pm • DAC(DI)
- RECYCLING CENTRE & BOTTLE DEPOT 1:30-3pm • Old School(DI)

SUNDAY 05

- DENMAN UNITED CHURCH 10:30 am • (DI)
- HORNBY ISLAND BLUES WEEK • The Hall(HI)

MONDAY 06

- QUILTER'S GUILD 9:30-3 pm • United Church Hall(DI)
- HORNBY ISLAND BLUES WEEK • The Hall(HI)
- BAROQUE FEST "Tutors' Concert" 7:30pm • Community Hall(DI)

TUESDAY 07

- CAP SITE 3-7 pm • Community School(DI)
- HORNBY ISLAND BLUES WEEK • The Hall(HI)
- BAROQUE FEST Talk by Marco Vitale & Pat Unruh 7:30pm • Community Hall(DI)

WEDNESDAY 08

- CAP SITE 3-7 pm • Community School(DI)
- HORNBY ISLAND BLUES WEEK • The Hall(HI)

THURSDAY 09

- CAP SITE 3-7 pm • Community School(DI)
- D.I. FOOD BANK 3-7 pm • Community School(DI)
- HORNBY ISLAND BLUES WEEK • The Hall(HI)
- BAROQUE FEST Community Baroque Concert 7:30pm • Community Hall(DI)