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Gabriola's wharves—Descanso Bay

by Jenni Gehlbach

Hoggan's wharf in Cox Bay

Alexander Hoggan started out life on the west coast first as a sandstone quarrier on Newcastle Island, then as a coal miner in the Dunsmuir mines at Wellington, but, according to the 1891 census, he had by then achieved his objective of becoming a full-time Gabriola farmer.^{1 2} He owned 62 acres in the S ½ of the NW ¼ of Section 20 around Cox Bay (originally Hoggan's Bay, called Paradise Bay by the Cox family, and later known as Peacock Bay). The wharf he built there was much used by north-enders in the early days, and he used his boat to carry mail and produce for his neighbours, just as Thomas Degnen and Robert Gray did at the south end.

Both his daughter, Martha Holm (born 1883), and later her son, Ernest, recorded their memories of the early settlement in Cox Bay. Ernest told June Harrison:³

“There were no roads anywhere when the first Hoggans came and it was really something to move farm equipment and cattle. You had to take the cattle down to the wharf and down over the steep bank into the boat. The sheep would get down too far over the high bluffs, down into the wharf area, and then we'd have to climb down and either rescue them or shoot them. It would be impossible to get them up.”

Cox Bay kept its importance well into the twentieth century, but later without a wharf. Alexander Hoggan's great-granddaughter

¹ Jenni Gehlbach, *Alexander Hoggan & family*, *SHALE* 19, pp.46–9, Nov.2008.

² June Lewis-Harrison, *The People of Gabriola*, 1982, pp.71–81.

³ Harrison 1982, pp.80–1.

Hazel Windecker (née Cox), who was born in 1929, told me that the Beban Logging Co. used to dump logs there during her childhood and her Dad would boom them ready for towing. She says fishboats would tie up at those booms. She knows there was once a family wharf in their bay but that was before her time. An aerial picture from 1932 shows extensive log booms floating in Cox Bay, northeast of the ferry terminal.

Farmers Landing in Rocky Bay

Despite renovations completed in 1883, Government (Green) Wharf in the Northumberland Channel was too out-of-the-way for the settlers around Rocky Bay⁴—it required a rough ‘road’ trip and a long, back-tracking boat trip for them to reach Nanaimo. We read in the January 28 1889 edition of *The Nanaimo Free Press*:

“A wharf needed:

“We understand that the settlers and property holders on the northern portion of Gabriola Island will address a letter to the Hon. Robert Dunsmuir and Mr. George Thompson, Members of the local legislature for Nanaimo district, asking them to use their influence

⁴ In 1904, ‘Rocky Bay’ became ‘Knight Bay’, a requirement of the British Admiralty who knew of too many “rocky bays” around the world; however, an assertive Geographic Board of Canada changed it two years later to “Descanso Bay” in the mistaken belief that this was the ‘*Cala del Descanso*’ of the 1792 Spanish naval expedition to the island. It is interesting to note that the Spanish did visit the bay in a small boat and recorded that compared to Pilot Bay where their ships were anchored, it was ‘rockier’ (...*mas abrigada, pero no tan limpia y de tan buen tenedero*).

with the government to obtain a wharf at Rocky Bay, near the end of the main road.

“It is to be hoped the government will realize the great convenience this wharf will be to settlers as, under the present arrangement, they are compelled to cross to this place in small boats with their produce and obtain supplies, which not only takes considerable time, but is rather dangerous. If the government agrees to the wishes of the settlers, by the erection of a wharf, the mail steamer could call there with mails and supplies.

“There is a wharf on Gabriola Island, but it is such a distance from the northern settlers it is practically useless as far as they are concerned.”

As with the first False Narrows wharf a decade before, things moved fairly quickly. On June 12, 1891, the newspaper reported: “It is officially stated that \$1000 has been set aside from the road appropriation for the erection of a wharf on the North End of Gabriola Island, and for building of roads generally”, and on August 10 we read:

“North Gabriola Wharf

“Mr. Marshal Bray, Government Agent and Mr. J. Love, Road-Superintendent, visited Rocky Bay, North end of Gabriola Island, on Saturday, to locate the site for the proposed wharf. They have picked upon a spot close to the end of the present road, where a wharf can be made to deep water. It is not the most sheltered place in the bay but it was the only place to construct a wharf within a reasonable expenditure. This wharf will be a great boon to the Gabriola settlers, as it will enable steamers to call for their stock and produce.”

Bray received tenders until August 22, and work had commenced on the new public wharf by September 10, 1891.

The new Farmers Landing was almost certainly on fisherman John Canessa's land (SW ¼ of Section 20), which encompassed

most of the shoreline of Rocky Bay. The building-stone quarry that *Vancouver Granite Company* operated from the late 1890s⁵ was on land leased from Canessa and they bought the land from him in 1902.

One newspaper⁶ referred to the quarry site as being “in the vicinity of the Farmers Landing on M. Manly's property” but this is ambiguous and very unlikely; although Michael Manly [*sometimes* Manley] had bought 19 ½ acres of Canessa's land on the south side of Rocky Bay in 1886, the water there is fairly shallow and the road around the south end of the bay was not put in until after the Easthom [*sometimes* Eastham] brothers acquired some of Manly's land in 1904. The Easthoms' petition for a road, eventually to become Easthom Road, was first made in 1904/5⁷. Canessa never lived on Gabriola, but Mike Manly did, which may have been the source of the confusion over whose land near Descanso Bay the wharf was on.

Local farmers of course used Farmers Landing to carry themselves and their produce to Nanaimo markets. It would also have been used a bit later for bringing supplies and personnel back and forth to the nearby quarry. Helen Hill-Tout (daughter of the Rev. G.W. Taylor), who lived on Taylor Bay as a child, told June Harrison:⁸

⁵ Sandstone Quarries, Special Issue, *SHALE* 19, November 2008. The quarried sandstone was loaded directly to barges below the cliff after being lifted to shore by A-frame derricks.

⁶ The *British Colonist*, June 8, 1895, p.2.

⁷ BC Archives, Records of the Premier of BC. October 1904-June 1905.

⁸ Harrison 1982, pp.80–1.



A puzzling picture from the BC Archives, who say it dates from ca. 1911—too late to be for the dimension-stone quarry—and from the Gabriola Museum, who say it shows construction of the Atrevida Wharf ca. 1931. It purports to show pile-driving at Descanso Bay; however, although the glaciated scarp form of the slope in the background closely matches that of the slope opposite the Gabriola ferry terminal, there are several other features (the direction of the road, for example) that don't. There's no doubt though that, had the picture been taken in Descanso Bay, it would have looked remarkably like this one.

Gabriola Museum Archives 1999.025.003 & BCARS C-07646

“I can also remember the stone quarry going full blast, which would account for the Farmers Landing being there... The only road to Farmers Landing was through the bush.”

It is not stated exactly where the 1891 Farmers Landing was built, but it was most probably in roughly the same location as the later wharf referred to by old-timers as the Atrevida Wharf. Although I have found no written references to the wharf in the early 1900s, our museum has a picture of an A-frame pile driver being used (it is claimed) to rebuild the wharf in Rocky Bay, which the BC Archives dates at 1911. At that time the *Vancouver Granite Company* owned the surrounding land.

Plans for a private wharf in Rocky Bay

There seem to have briefly been plans for a private wharf development on Rocky Bay. On March 28, 1892, *The Nanaimo Free Press* carried this story:

“A Pleasant Excursion.

“Several members of the Ancient and Honorable Order of Bucks⁹ made an

⁹ The *Victoria Daily Colonist* of January 29, 1892, reported that the officers elected for the Nanaimo Lodge of the Ancient and Honorable Order of Bucks were: “President, E.W. McNeill; vice-president, Thomas Millar; grand seignor, H. McLure; vice seignor, A.C. Swayne; Secretary, J. McPherson;

excursion yesterday afternoon to Gabriola Island, with a view to selecting and purchasing a plot of land, to be used as a pleasure ground. The party left directly after lunch, and under the guidance of Capt. Bigney made a pleasant but uneventful trip across to the Island. The party landed near Mr. Manley's place, and both Mr. Manley and his neighbour Mr. Higgins treated them very hospitably presenting them with some very fine fresh venison.

"After prospecting around for some time, it was decided to purchase a piece of land from Mr. Manley, opposite Hogan's place. The land will be put into good order at once, and a landing wharf will be built. The Bucks will use their new property as a recreation ground, and will be willing to let it for picnics when it is properly laid out. ... While the sun was yet high in the heavens the Honorable Bucks boarded their ship, and sailed home again, landing at the boat house in safety at 6 p.m."

I have found no other reference to this plan or the wharf.

Freight and ferry services

Talking of the early part of the century, James Rollo, who was born on Gabriola in 1896, told June Harrison that, "the *Iroquois* came in with heavy stuff, coming into the government wharf [Green Wharf], and the *Islander* after that". He also said:

"...In those days, people travelled to Nanaimo by their own boats, or had a ride with someone else who had a boat. Rowboats, sailboats, canoes, you were on your own. There used to be boathouses and stables at the wharf at Descanso. Bob Hoggan was the first to have a launch; he had the *Bessie* and the *Mary*, with a scow for towing. It used to cost 25¢ to go both ways.

master of ceremonies, Capt. S.[?] Bigney; inside guard, Robert Carter; outside guard, Patrick McGhran; chaplain, W.R. McKenzie. These officers were installed by Past President Harley."

"...There was a Shaw's boathouse in Nanaimo, down where the big wharf is now. On this side,... the water used to come up where the parking area is now, and on this side we used to land at Hoggan's Bay (now Cox Bay).

"...Even in those days, years ago, there were people who wanted a bridge to Mudge so that they could take their goods to town easier, and surveys were being carried out, but nothing came of it."

Attempts continued to acquire a suitable boat to ferry people and goods to and from Gabriola after the demise of *SS Iroquois* in 1911. Rollo told Harrison that after he returned to the island from overseas in 1919:

"I eventually began a freight service on the island. It became a good job, as people could order their stuff from town and have it safely delivered....

"The ferry *Bessie* [Bob Hoggan's boat] would take about an hour to go over. I brought the first car over to the Island, and that was quite an event. It had to be scowed over, of course, and it was landed ashore safely at the wharf down at Descanso Bay."

June Harrison writes that later, the *Naida II* ran back and forth to Nanaimo through the week varying its route and schedule to serve all the areas, north, south, and the Maples. She also reports that the CPR briefly ran a service that stopped at various island locations— a service also described to John Capon by his father and Capt. Higgs—but that it proved "too costly to operate", so was discontinued.

At their best, such private enterprises served the islanders pretty well, but the services were sporadic and short-lived, and the community continued to press for improved wharves and a reliable ferry service. In the 1920s, a Ways and Means Committee had been formed to try to get the government to provide a regular boat service. As always, these Gabriola discussions were contentious

because of the problem of where the boat should dock—north or south?

A petition organized by the recently formed Conservative Club (precursor of today's Ratepayers' Association) was sent on January 10, 1927, to Premier John Oliver's government in Victoria. It described the limitations (particularly in winter) of the launch services, and the inadequate mail service. It pointed out that there were 250 residents and about 30 cars on the island and requested a ferry service for passengers, vehicles, and freight. Over 123 people signed the petition—an acceptable representation of the adult population. Oliver wrote to the Minister of Public Works in May. Harrison's book has a well-detailed and very entertaining account of the controversies, petitions, inspections, and negotiations that resulted concerning who should run the ferry, where it should land, and whether the priority was to upgrade the wharf facilities, and if so, which one: Green Wharf or Rocky Bay? Middle wharf or northend? Or what about the Maples?

The islanders couldn't agree on what they wanted for several years, but on March 12, 1930, W.W. Mitchell invited Nanaimo Board of Trade President Cowman to accompany a Gabriola delegation to an upcoming interview with the Government in Victoria and on March 15 the *Nanaimo Free Press* reported on a recent meeting with "the Hon. H.S. Lougheed, Minister of Public Works" about the proposed Gabriola to Nanaimo ferry. The Gabriola contingent (Chas. Jolley, J.R. Murray, H. Smith, and C. Delong) was accompanied by several representatives from the Nanaimo Board of Trade, and one from Vancouver for some odd reason. Those who today protest the idea of our ferries terminating at Duke Point might be amused to read this report's background information:

"A ferry scheme with a run between South Gabriola Island and some point near Dodds' Narrows had been before the government for some time, but since 1927 Nanaimo and Gabriola interests have been endeavoring to point out that a ferry service between Gabriola Island and Vancouver Island should have one of the terminals located in Nanaimo City, and that the most feasible route would be a ferry operating between North Gabriola and Nanaimo harbor.

"From the government's attitude on Thursday, it would appear that the controversy over the route has been definitely settled and the North Gabriola Island–Nanaimo route the only practical and common sense one, and that the communities interested may feel they have a reasonable chance that this long wanted service may become a reality in the not far distant future."

In the *Three-Schools Reunion* book,¹⁰ there is a picture of a newspaper clipping dated Gabriola, January 22 and with "1931" handwritten on it (probably incorrectly; it was more likely earlier):

"FERRY IS AGAIN PROMISED TO THE ISLANDS

Government Officials Pay Visit to Gabriola Island. Make Great Impression.

"The Hon. Minister of Lands and the Deputy Minister of Public Works were the outstanding visitors of the week to Gabriola. Their visit was chiefly concerned with the island's greatest need, the ferry. Although in the past we have had many generous promises regarding this subject, as no doubt we shall have in the future, all these have proved themselves empty.

"At last however, there is something definite. A private company is prepared and willing to put into action a reliable and efficient service at once, pending government approval. And with one marked improvement on all previous projects. They intend to call at all

¹⁰ Peggy Lewis Imredy ed., *Gabriola Island—Gabriola Three Schools Reunion*, p.111, 1984.

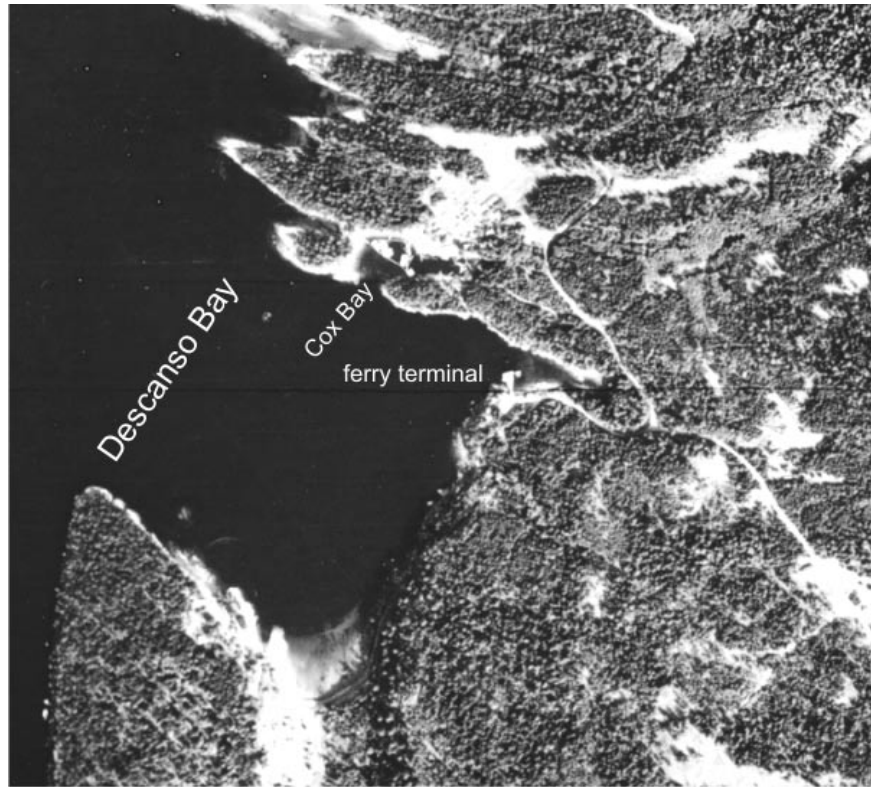
government wharves including Mudge Island and not only, we note, at one wharf and that the North Gabriola one.

“Thus the South end residents and especially those without automobiles will be spared the [in]convenience which would inevitably be theirs should the old plans ever materialize. Who is there amongst us would like to be faced with the alternative of ‘bumming’ a car ride for oneself, a crate of eggs, cream can, couple of lambs and possibly a few live chickens, or hitching up the old grey mare and driving eight miles with them? Not the farmers living on South Gabriola, we feel sure.

“The hardship we referred to is not propaganda for there are at least 16 homes on the South End, who are without automobiles.

“Let us suggest that, in fairness to these people, the ferry we expect some day, whether operated by the government or a private company, will not be for the convenience of the few families on North Gabriola.”

The north-enders won out though. On February 23, 1931, the Government called for tenders to operate a Gabriola ferry between Nanaimo and Descanso Bay and the contract was awarded to Capt. Thomas Higgs with an annual government subsidy of \$6000. Brothers Thomas and William York Higgs established *Higgs' Gabriola Ferry Ltd.* in July 1931 with \$50 000 capital and headquartered provisionally in Victoria.



Descanso Bay in 1945. The Atrevida Wharf at the ferry terminal is angled across the bay rather than jutting out into the bay as today's ferry dock does. You can also see log booms or floats in Cox Bay.

Federal Dept. Energy & Mines A9302-8

They were to use their new boat *Atrevida*, which had been purpose-built in New Westminster with a capacity of five cars and 40 passengers, a smoking room and rest rooms on the lower deck, and a “fine observation room” on the upper deck.¹¹

The Atrevida Wharf 1931-1957

The Government also awarded a contract to the Kennedy-Leith Construction Company to bring the wharves in Descanso Bay and Nanaimo Harbour up to standard for the new

¹¹ Data from <http://ferriesbc.proboards.com/index.cgi?board=qa&action=display&thread=4007> and also from *Nanaimo Free Press*, July 25 and July 31, 1931.



The Atrevida Wharf with the Coats' store and gas station up the hill ca. 1940. There is a cargo storage shed on the wharf.

Photograph courtesy of Clyde Coats

ferry service. On August 10 1931, the *Nanaimo Free Press* reported:

“Wharves and approaches to be used in this connection were put in first-class shape, under the direction of the Department of Public Works. The Kennedy-Leith Construction Company had the contract for the wharf conditioning.”

An article in the *Nanaimo Free Press* on July 31, 1931, reported the proposed schedule for the new ferry service: “On Sunday, Monday, Wednesday and Friday, the ferry would leave the CPR dock in Nanaimo at 7.30 a.m. and arrive at North Gabriola Island at 8 a.m.; leave Gabriola at 8.30 a.m. and arrive back in Nanaimo at 9 a.m. In the afternoon, it would leave Nanaimo at 4 p.m., arriving at North Gabriola 4.30 p.m.; leave Gabriola at 5 p.m., and arrive back in Nanaimo 5.30 p.m.—over-nighting on the Nanaimo side.”

Surprisingly, the article also reported that on Tuesdays and Thursdays, after arriving at North Gabriola the *Atrevida* would proceed to South Gabriola Island before returning to Nanaimo by noon, with a similar run in the afternoon. The article does not say at which wharf in South Gabriola Island the ferry would call, but it did say: “This schedule will be changed to suit the needs of Nanaimo citizens and the Island people”. Obviously this schedule was very quickly abandoned. Once the service officially started, we read no more of the *Atrevida* calling at South Gabriola Island.

After cutting the ribbon at the inaugural ceremony on August 14, 1931, the Hon. R.W Bruhn, Minister of Works said slightly ominously:

“It is the declared policy of the Government to assist industry and settlement by steady development of transportation by means of roads, bridges and ferries. Transportation is



Waiting for the *Atrevida* in the early 1940s. The car on the right belonged to the McIndoos.

Photograph courtesy of Hazel Windecker

the key to human progress, and modern transportation, now largely automotive, is now almost indispensable to our present social structure. You will appreciate the fact that this is the third case where up-to-date boat transportation has been provided by this Government to an individual island, within the term of the present administration. It is up to you to show the policy is a wise one.”¹²

A 1952 photograph of the *Atrevida* Wharf in the museum's archive has the following description by the donor:

“The edge of the wharf on the left of the photo is a ramp that went down to a float where the ferry pulled in— pontoon[s] on the float ramp went up and down with the tide—it was locked in place with chain winches for the traffic coming on and off. Shed on the wharf was for storing cargo.”

¹² *Nanaimo Free Press* August 15, 1931, page 1.

The Higgs brothers ran the Gabriola ferry until 1946, when they sold their business to H.C.R. Davis's *Davis Shipping Co.* In 1955, the *Atrevida* was replaced by the *M.V. Eena*, a 90-foot steel boat that could carry 10 vehicles and 70 passengers.¹³ The early ferries were quite small and had to be side-loaded—a precarious procedure at which locals became very proficient, but off-island visitors did not.

A letter dated February 11, 1948, from the Province of BC Department of Public Works to the Deputy Minister is about reported difficulties of the Gabriola ferry berthing at the CPR dock in Nanaimo and about the transportation of perishable goods. Before 1954, Canadian Pacific, Canadian National, and the Union Steamship companies had

¹³ Parker Williams, *Gabriola ferry Eena, 1955–64*, *SHALE* 2, pp.15–20, March 2001.

operated the major freight and passenger services between BC's coastal and island settlements, subsidized by the provincial government. Smaller companies and individuals like the Higgs brothers provided service on minor runs with or without subsidies.

The modern ferry terminal—1957 to today

By 1957, the government subsidy to Gabriola's ferry service was \$22,000, Gabriola's population was 370, and the *Eena's* side-loading had severe limitations. Landings at both ends of the route needed to be upgraded if end-loading was to be accommodated. A January 29 1957 letter from the Department of Ferries to the Department of Highways said:

“...the population of Gabriola Island is approximately 370 persons. At the present time, a new landing is being built at Gabriola and a new landing is being considered for Nanaimo. When these landings are completed and the ferry is able to load end-on the service will be greatly improved. In the meantime, I feel that my decision regarding the overnight berthing of the ferry on Gabriola Island should be held in abeyance.”

The new ferry landing at Descanso Bay used riprap to fill in part of the foreshore, enlarging the space for parked cars, and advancing the ramp toward the drop-off to deeper water. The wharf was moved, realigned and enlarged. A 1957 aerial photograph clearly shows the new, larger ferry terminal, differently angled from the shore.

In 1961, the Department of Highways took over BC's ferry services. The *Westwood* replaced the *Eena* in 1963, and ran until 1972. Several boats shared the service for a short while, then the *Kahloke* took over in

1973, running until the *Quinitisa* came into service in 1977. The *Quinsam*—the names are First Nations names—was brought into service in 1982. She continues on the run today under the ferry service that was again privatized in 2003. She has been periodically overhauled over the years, and was extensively refitted in 2009 and 2010.

The population of Gabriola has soared by several thousands since 1957 and when ferry parking became a problem Clyde Coats provided space for paid public parking on his family's land alongside Easthom and North Roads, and up behind the pub. The approach road and ramp to the ferry terminal were renovated and strengthened in 2009 and the ferry's crowded parking lot and lighting were upgraded in 2010.

Emergency wharf in Descanso Bay—2004

The need for a medical emergency evacuation dock arose after the ferry crews on the Gabriola route ceased to be on call for night-time emergency runs, but like almost everything on Gabriola it was controversial. Some sought to require or persuade the ferry crews to continue their much-appreciated old service, turning out at all hours of the night to the detriment of their family and social lives, even though after-hours calls had become increasingly frequent as the population grew. Others wished to have an expanded helicopter evacuation system.

Boats other than the ferry were not allowed to dock in Descanso Bay and there was no safe and convenient way to transfer patients into an emergency vessel there, which meant that transfers had to be made at Green Wharf or at Coats' private landing just west of Green Wharf. Both had very steep and rough access roads and there had been some very bad experiences for First Responders

and patients while transferring stretchers from ambulance to the emergency vessel at those docks.

The Gabriola Ferry Advisory Committee resolved in 2002 to apply for a water-lot licence and request the RDN to construct an emergency pedestrian dock near the ferry terminal in Descanso Bay. In her RDN Electoral Area Update in April 2003, Gail Lund wrote:

“Progress continues to be made in the establishment of an emergency wharf at Descanso Bay on Gabriola Island. The proposed wharf is to be located next to the BC Ferries dock and is for medical emergencies when the BC Ferries service is not available.

“The Ambulance Service has contracted with the Nanaimo Port Authority¹⁴ to provide the linkage to Nanaimo.

“The Regional District has submitted an application for a water lot licence to Land & Water BC Inc. If approved, the RDN will move forward with a bylaw and counter petition to obtain Island residents' consent to establish, construct and operate a new emergency wharf service.”

At the November 2003 meeting of the Gabriola Ferry Advisory Committee, Lund reported that tenders had been issued for upgrading the emergency dock and that RDN officials had met with BC Ambulance Services to review dock requirements. The dock was quickly built and went into operation in February 2004.¹⁵ It is used only

for medical emergencies when the ferry is not running, and is kept locked at other times.

There has been a recent push from the Gabriola Chamber of Commerce to extend the dock's use beyond emergencies, and in her December 20, 2010 report, Gisele Rudischer wrote:

“The Gabriola Chamber of Commerce would like to use the emergency dock at Descanso Bay for a pedestrian only ferry for occasional peak season or special event charter service. A request was made for information on the conditions of use and agreements related to use of the emergency dock, which I passed onto staff. Staff responded that the Descanso Bay Wharf is operated by the RDN as an emergency wharf under agreement with the Emergency and Health Services Commission (BC Ambulance Service). The agreement ends in December 2014. The wharf is not used for any other purpose as that would interfere with it being available for emergencies.”

What might prove to be a bigger issue is use of the BC Ferries water lease for a competing service. The RDN obtained a sub-lease from BC Ferries for that area of the water lease that contains the dock. The approval was for a wharf that provides emergency access during those times that BC Ferries was not operating.

There is also the issue of casual boaters using the dock (at present the dock is locked and opened only for emergency use). BC Ferries removed a similar dock years ago because casual boat traffic back and forth to the wharf interfered with the ferry docking.

¹⁴ The Nanaimo Port Authority's *Nanaimo Harbour Patrol II* carries patients and ambulance personnel from Gabriola, Protection, Newcastle, Mudge, and DeCourcy Islands to Nanaimo whenever called. The boat can make the trip to Gabriola in about 15 minutes.

¹⁵ Despite this, the Gabriola Island Medivac Society petitioned the BC Ferry Commission in 2004 to add a surcharge of 20 cents to Gabriola's vehicle ferry fares to fund after-hours operation of the ferry.



The emergency wharf in Descanso Bay. Although intended for medical emergencies, it has also been used as a temporary foot-passenger terminal.

Google Earth

Residents were asked by referendum whether or not they supported the creation of a taxing function for an emergency dock and taxpayers contribute approx. \$5000 a year for maintenance. The cost of maintenance is low because the dock is not used regularly. Staff estimates that cost would be higher if it was used more frequently and voter assent would be necessary to expand this function.

Oh the problems of wharves! Ever since the late 1800s there have been a few people on Gabriola who longed to solve all of them with a bridge to Vancouver Island. Gabriolans seldom agree on how they should get on and off the rock. ◇

[EDITOR: This is the sixth of six articles on Gabriola's wharves by Jenni Gehlbach.]