



Denman Conservancy Association

NEWSLETTER

P.O. Box 60, Denman Island, B.C. V0R 1T0

November 2006

DCA Legal Case against 4064 **SETTLED**

After six extremely challenging years, DCA has dropped its marathon legal case against 4064 Investments Ltd, having achieved an out-of-court settlement. The settlement includes Conservation Covenants registered in favour of DCA on the Komas Bluff and the Railway Grade Marsh and the title to two parcels of land on Central Road that were transferred to DCA. We will be posting a full story about the legal case along with descriptions of the new covenant areas and lands in the near future at: www.denmanis.bc.ca/conserv

Central Park Fundraising

When the dust had settled after the DCA Gala and the books brought up to date, we found that we had reached our target of raising the funds for completing the down payment of \$298,000 for Central Park, purchased at the end of September. Our first mortgage payment of \$40,000 is due April 1st next year, so we continue to work at it.

DCA has let a small contract to launch our Institutional Fundraising campaign. We will be seeking capital funds to complete the purchase of Central Park and also funds for the management and restoration projects for Central Park and our other newly acquired land.

Christmas Craft Fair December 2 & 3

Be sure to visit the DCA table at the Fair, for Memberships, Tee shirts, cards and maps. Look for us in the Seniors Hall

Morrison Marsh Covenant **Registered**

A Conservation Covenant in favour of DCA has now been registered on the title of the 52-hectare Morrison Marsh Nature Reserve owned by the Islands Trust Fund.

Taara Environmental has been contracted as environmental and technical consultants to prepare the Management Plan for the Reserve, expected to be completed by the end of March 2007.

Taara held a public open house on November 18 to brief islanders about the Reserve and seek their input about their use of the Reserve and any activities that they might deem to be incompatible with conservation of its natural features. If you weren't able to attend the open house, you can visit Taara's website on this project at:

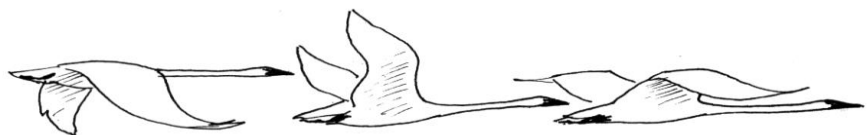
http://www.taara.ca/itf_projects.html

At the website, you can fill out their survey, check out a map of the Reserve and ask to be put on the circulation to review a draft of the Management Plan.

Tax Exemptions Supported

DCA's request for tax exemptions for its newly acquired land has been supported by the Regional District and Islands Trust. This covers Central Park and the two Settlement Land parcels. The exemption is granted because the land is being held for public benefits of conservation and recreation.

Sketch by Peter Karsten



The Settlement Lands

As part of the settlement of our legal case against 4064, DCA has received title to two parcels of land located immediately north of the Inner Island Nature Reserve on Central Road. These parcels total 156 acres and yes, they have been logged. (We have not formally adopted the name: 'Settlement Lands' but that is the name most commonly used at present.)

The ecological values of these parcels include the northern extension of the Beaver pond - crossed by the Pickles Road bridge, and the wet lowlands in the northeast where the land extends on to the Swale, just south of the Lake Farm.

In addition the land provides a significant connection between Inner Island and its adjacent Crown Lands, with the Crown land to the west and with Winter Wren Wood and Chickadee Lake. This is a major contribution to DCA's 'Central Park Vision' of conservation land stretching from Denman Road to Chickadee Lake.

Jenny Balke is currently preparing an ecological overview of the land. We expect to have more to relate about its natural values in the future.

Please Stop Dumping Along Central Road

In recent months there have been truckload dumps of land clearing debris left on the Settlement Land beside Central Road. This debris is unsightly and a fire hazard in summer. DCA is also concerned that contaminated material may be introduced. We hope that all Denman residents will respect the conservation status of this land, and that this illegal dumping will stop.

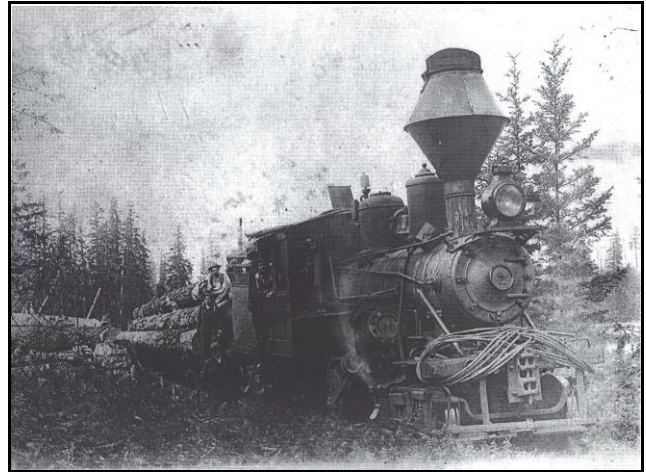
Land Management Tasks

A committee of DCA has been working since summer to prepare for the additional work that will come from our newly acquired land and covenant responsibilities.

We also have some big planning tasks ahead of us to deal with such questions as:

- Location and construction of Walking Trails
- Restoration – is it needed? What, where?
- Control of introduced species – Broom

DCA expects that meeting these responsibilities will require the hiring of a land and covenant manager in the New Year.



Climax steam engine built in 1900 and used on Denman Island by Henry Bay logging in the early 1930's

Logging Railways on Denman

Around about World War I the first logging railroad was built on Denman Island. It ran a total length of 3 miles, from near the cemetery on Denman Road, northwest towards Chickadee Lake and then it followed down the line of Lake Road to reach Denman Point where the logs could be put into Baynes Sound. On the sandy spit of Denman Point traces of the pattern of ties can still be seen. This railway crossed diagonally through DCA's **Central Park**, and through the Crown Block to **Inner Island Nature Reserve** from where it next traversed the **Settlement Lands** and another Crown Block to emerge on Lake Road.

Next a longer line, starting in Henry Bay was built. George Piercy, born in 1924 remembers:

“The Henry Bay Logging Co. built a railroad that ran from Henry Bay on the northwest side down through most of the northern section of the Island. One of my earliest memories was when my father took me for my first train ride on this old steam engine to the end of the line where he wanted to show me what logging was all about.

They logged most of the northern and central portion of Denman.”

From *This Doctor's Journey* Ptarmigan Press 2000

This was the railroad that paralleled the **Railway Grade Marsh**. The line extended southeast to the vicinity of Swan Road. A railway spike picked up in 1997 only a few hundred meters west from Swan Road suggests that it reached that area. Railway logging was made obsolete when trucks became powerful enough to haul logs.