

PENDER HARBOUR LANDING

HISTORY WITH A VIEW



BY PETER A. ROBSON

PENDER HARBOUR LANDING



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WELCOME TO PENDER HARBOUR

Pender Harbour, on British Columbia’s Sunshine Coast, is one of the best places on earth to live. It is accessed by private boat, public car ferry or floatplane. Because of this, many people assume Pender Harbour is on an island. However, it is actually part of the mainland, deeply cleaved by Howe Sound, a deep, steep-sided fjord. Most visitors and residents choose the scenic forty-minute British Columbia Ferry ride from Horseshoe Bay in West Vancouver to Langdale, then a pleasant 80-km drive for just over an hour to reach Pender Harbour—the most protected harbour on the Sunshine Coast.

Within Pender Harbour is a unique waterfront development, Pender Harbour Landing, offering estate-size lots at the ocean’s edge (see page 42).

“The main harbour is only a mile and a half in length, but taking all the wrinkles into account, it has 103 miles of total shoreline. The whole performance involves three coves, six lagoons, twenty bays, twenty-nine reefs, thirty-one islands, one tidal narrows, one drying pass, two reversing saltwater waterfalls and Whiskey Slough. It takes ninety seconds to [cross the harbour] in a slow kicker boat, or half an hour to drive by fast car, which is why for the first half-century, Pender people did everything by boat—shop, visit, go to school, go to church. With dozens of little kickers [small open boats] crisscrossing the lagoons and bays at all times of the day and night, and a dock in front of every home, the comparison to Venice was obvious, but nowadays, most people find it somehow more convenient to make the half-hour drive. The community is still laid out around the harbour, however, and it is only when toured by water it really makes sense. Negotiating the twists and turns by auto, it can take years before new residents can honestly say they know just where they are at any given time, and few long-term Harbourites could draw the place accurately without checking a map.”

—from *The Sunshine Coast*, by Howard White.



THE BEGINNING OF TIME

At the height of the last Ice Age, around 17,000 years ago, the entire south coast of British Columbia was covered by glacial ice. It wasn't until about 14,000 years ago that the glaciers retreated, and with that weight lifted, the mountains and shoreline of coastal BC rose about 600 feet to create what is now Pender Harbour. Gradually, plants, trees, animals and aquatic life moved in from more temperate areas and began to establish themselves in coastal waters and over the barren, glacier-swept landscape. The coastal land-sea interface zone, which over time became rich with aquatic and land-based resources, provided sustenance for the first peoples as they made their way from northeast Asia eastward and then south along the coast of North America. These were the ancestors of the present-day First Nations.

When the glaciers retreated, lakes, rivers and streams were formed. Plants and trees migrated north and recolonized the newly exposed soil.

At the same time, salmon and other aquatic life began to populate coastal waters.





Roosevelt elk and bald eagles: two signs of a healthy ecosystem. Hunted to near extinction in the late 1800s, elk were reintroduced in 1987 and have thrived enough to allow some of their growing numbers to be captured and placed in other areas of BC each year.



A RICH ECOSYSTEM

The Sunshine Coast's rural setting and lush forests are among the magnets that draw outdoor-loving folks from around the world. It is part of the largest remaining temperate rainforest in the world. This ecoregion is dominated by coniferous trees such as cedar, western hemlock, Douglas fir and spruce, and deciduous trees such as maple and alder. An understorey of thick moss and ferns carpet the forest floor. The Sunshine Coast's high-elevation Caren Range holds the oldest closed-canopy temperate rainforest in Canada, where yellow cedar trees are more than 1,000 years old. At lower elevations, some old-growth Douglas fir measure six feet in diameter. The Sunshine Coast and the Pender Harbour area offer an extensive network of well-marked trails through established forests with open understories that make for easy (or challenging—you choose) hiking and mountain biking and the opportunity to simply absorb nature at its finest. The forests are home to black bears, black-tailed deer, massive Roosevelt elk and many other animals, while Pender Harbour's streams provide habitat for spawning coho, chum and sockeye salmon. The area's many lakes are home to feisty cutthroat trout and western painted turtles.



FIRST PEOPLES

Most of the Sunshine Coast, including the area around Pender Harbour, is within the traditional territory of the shíshálh (Sechelt) people. Historically, the relatively mild climate, combined with easily available food—salmon, shellfish, berries, land animals—and forests that provided shelter, clothing, boats and building materials, allowed the shíshálh to enjoy a relatively comfortable lifestyle.

Pender Harbour (once known as Kalpalin) was one of the shíshálh people's four main seasonal villages. Until the mid-1800s, fleets of dugout canoes would enter the harbour late each fall. Approximately 5,000 shíshálh from around the region would congregate in a mega-village, living in multiple longhouses said to measure up to 200 feet in length. Here they would feast, share stories, take part in ceremonies and dance throughout the winter.

However, in 1862, a smallpox epidemic swept through the coast's First Nations and reduced their population to about one-tenth of its historic numbers. Catholic missionaries, who had been trying to convert the First Nations, claimed this was God's punishment for not renouncing their "primitive" ways. Acting out of fear, most of them converted. The missionaries insisted the people abandon their traditional lifestyle and renounce all their established ceremonies such as potlatching, polygamy and slavery, and move south to a European-style townsite in Sechelt where they were "civilized." A small portion of the remaining population chose to live on the tiny Skardon Islands at the mouth of the harbour until the late 1950s.



Above: Priests convinced most of the coast's Indigenous population to relocate to a European-style townsite in Sechelt.

Above top: The current band hall on the shíshálh (Sechelt) nation reserve in Sechelt.

Right: Pictographs dot the Pender Harbour area.





Since moving to Sechelt, the shíshálh population has recovered strongly, grown in numbers and become the first First Nation in Canada to achieve self-government. Today the shíshálh are a very powerful and successful economic entity throughout the Sunshine Coast.

Evidence of the shíshálh Nation's historic use of Pender Harbour can still be found in pictographs, remnants of rock fish weirs and numerous archeological sites around the harbour, including Mount Daniel and Pender Hill. Sentries were once posted on Pender Hill to warn of raids by other First Nations, and Mount Daniel was an important cultural and ceremonial site. Both spots are easily accessed via popular hiking trails.

Above: Some shíshálh remained in Pender Harbour until the late 1950s, living on the Skardon Islands at the mouth of the harbour.

Right: Artist's conception of the important shíshálh seasonal village in Pender Harbour.





In 1792 Captain Vancouver charted the Sunshine Coast using two longboats. The longboats were much more practical and safer than his larger ships when navigating shallow, rock- and reef-strewn waters.

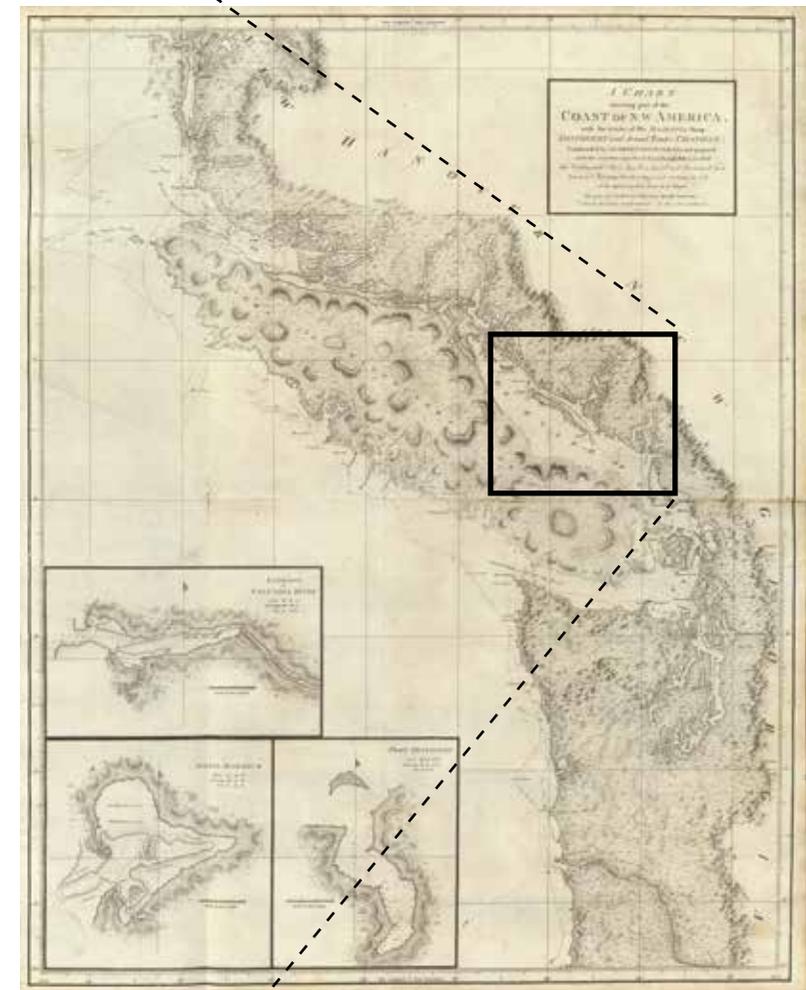


CAPTAIN VANCOUVER

If anyone had gazed out at the mouth of the harbour on the morning of June 17, 1792, they would have seen two small longboats with Captain Vancouver and a crew of thirty pass by during their exploration of this part of the coast. Vancouver had left his two larger ships, the *Chatham* and *Discovery*, anchored in Birch Bay—just south of what is now the Canada/US border. He then took to his longboats, as they were more practical for navigating the coast’s convoluted shoreline. The previous night, they had anchored just south of the entrance to Pender Harbour.

In his journal, Captain Vancouver wrote: “Along this rocky shore of the main land we passed in quest of a resting place for the night, to no effect, until after dark; when we found shelter in a very dreary uncomfortable cove near the south point of an island, about a mile long, and about two miles to the S.S.E. of a narrow opening leading to the northward.”

It is interesting to note that Vancouver missed the well-protected shelter of Pender Harbour. On June 17, the longboats made their way past Pender Harbour and into Agamemnon Channel and proceeded north to the head of Jervis Inlet before returning to Birch Bay.



Above: Captain Vancouver's 1792 chart.

Left: Pender Harbour is in the centre, just south of tree-shaped Nelson Island. Note that Vancouver missed noticing the opening to Sechart Inlet.

Right: Vancouver spent an uneasy night at anchor here, off Francis Peninsula.

Captain Vancouver wrote about his first encounter with Pender-area First Nations in his journal: "...we had seen about seventeen Indians in our travels this day, who were much more painted than any we had hitherto met with. Some of their arrows were pointed with slate, the first I had seen so armed on my present visit to this coast: these they appeared to esteem very highly, and like the inhabitants of Nootka, took much pains to guard them from injury. They however spoke not the Nootka language, nor the dialect of any Indians we had conversed with; at least, the few words we had acquired were repeated to them without effect; in their persons they differed in no other respect, and were equally civil and inoffensive in their behaviour."

It wasn't until 1860 that Captain G.H. Richards, commanding the Royal Navy ship HMS *Plumper*, surveyed Pender Harbour and named it after one of his officers, Daniel Pender.





EUROPEAN SETTLEMENT

According to the Sunshine Coast Museum and Archives, “A legend persists that the first non-Native to occupy the Pender Harbour area was a Chinese [man] who began a fish saltery at the mouth of what became Irvines Landing. An Englishman known as Charlie Irvine... is more commonly recognized as the first settler. Irvine built a log trading post at the Landing, then joined the excitement of the Klondike gold rush. He sold his property in 1904 to an enterprising sailor and fisherman, ‘Portuguese Joe’ Gonsalves, and his Salish Nation wife... and son-in-law (a burly Latvian seaman married to the Gonsalves’ beautiful daughter Matilda).” They were the ones who really developed the area. “They built a deep-sea dock, general store, post office and hotel/saloon at the head of the wharf. The Union Steamship Company made this a regular stop and this was the beginning of Pender Harbour’s real presence on the map as the service and supply centre for the region.”

Soon others called Pender Harbour their home. Several herring salteries and a kippering operation brought commercial fishermen to the harbour. While the herring are now only a tiny remnant of their once great abundance, one local said the place “was polluted with herring, you’d kill a thousand just rowing to the store, clobbering ’em with the oars, you couldn’t help it.”

For many years, Irvines Landing was the service and supply centre for the entire region. In about 1935, when this photo was taken, it boasted a steamship dock, hotel, store and saloon and a general gathering place.





Above: After they were introduced to Pender Harbour in the 1920s, Pacific oysters thrived. Shown here is the Bremer family's shucking house. Beginning in 1955, they supplied oysters to stores and restaurants in the Vancouver area.

Right: Oysters remain plentiful.



THE GREAT OYSTER EXPERIMENT

According to Howard White in his book *The Sunshine Coast*, “Oysters were introduced in 1923 by a Vancouver doctor named MacKechnie who wanted to find something his ne’er-do-well son, Ian, could handle, and thought oysters might be the ticket.” His idea was to introduce and cultivate Pacific oysters from Japan, which were having some success on Vancouver Island. He purchased oyster seed from Japan and planted them on what is now known as Oyster Bay, at the head of the harbour. White continued, “Ian’s job was to oyster-sit, but he found bivalves slow company and began spending his time around the local pub, where trading fresh baking for beer provided more immediate gratification.”

The oysters “began multiplying in vast numbers. Overnight the local beaches around Pender Harbour took on a scabby appearance not even the eldest Sechelt elder had ever seen before.” Soon, “visitors from across the water took sackfuls of oysters back to their home beaches, where they continued to multiply, and by the 1950s the entire shoreline of Georgia Strait was studded with the succulent mollusks. Ian MacKechnie meanwhile moved on to other escapades.” Today, those delicious Pacific oysters remain plentiful, and commercial oyster farming continues.



FISHING FOR A LIVING

Considering its coastal location and the abundance of not only herring but salmon, lingcod and rockfish, it isn't surprising that commercial fishing drew non-Indigenous settlers to Pender Harbour. According to the Sunshine Coast Museum and Archives, "Before the 1930s, there were so many salmon in the waters of the Sunshine Coast that the average fisherman believed stocks could never run out. Upon arrival of European settlers to the area, most men took up some form of fishing, whether it was hand trolling, gillnetting, or seining. Salmon were sought in every local inlet, with the most prized fish being sockeye and coho." Initially salmon were caught by handlining from rowboats, something that cost very little to get into as one could build a boat from beachcombed wood for almost nothing. However, it wasn't always profitable considering the low prices paid for the fish. Despite this, Pender Harbour fishermen did better than most and today there remains a sizeable fleet of gillnetters, seiners, prawn boats and halibut longliners that use the harbour as home port. Many of those early families have now been fishing for three or more generations.



Above: When the fish were running, "Scotty" Cameron and a few others would fish with hand gillnets for sockeye heading for nearby Sakinaw Lake to spawn.

Right: Commercial fishing remains important to the economy of Pender Harbour.





Several runs of coho and chum salmon—sometimes in the thousands—return each year to Pender Harbour streams to spawn and die. It’s a fascinating spectacle easily witnessed by residents and visitors and one that draws dozens of bald eagles to feast on the remains. Another salmon species, sockeye, return to spawn in Sakinaw Lake, a short distance from the mouth of Pender Harbour. Unlike most sockeye that spawn in rivers and streams, Sakinaw sockeye, which are currently endangered, deposit their eggs where there is upwelling through sandy underwater slopes.

There was once a small commercial fishery for those returning sockeye. About sixteen small boats fished the run, which was mostly left to the women and a few of the older retired men. Jim Cameron, a descendent of pioneering families, recalls that back in the 1960s, when he was about four, he would fish the small run with his mother, Margaret “Scotty” Cameron, and sometimes his sister, from his mom’s 16-foot open “kicker” boat with a small inboard engine. That kicker, named *Ole Betsy*, had been purchased to take Margaret’s daughter to school across the harbour, but when the fish were running in the summer, she’d fish in Lee Bay, next to Irvines Landing, with a hand gillnet. Back then, a good day’s catch was fifteen to twenty fish, but Jim recalls one day when his mom caught more than two hundred.

A few of the commercial salmon gillnetters that called Pender Harbour home in the 1950s. The fishing industry spawned a significant boatbuilding industry in the harbour and local builders supplied vessels over the entire BC coast.



Steam donkeys on skids could pull themselves through the woods to different logging areas. Wire-wound winches were used to haul logs, most often using a complex system of aerial rigging and a spar tree, to bring logs into a central pile, log-loading area or railway siding.



LOGGERS AND LOGGING

It wasn't only the fish that attracted industry to the Sunshine Coast. The abundance of giant Douglas fir, cedar and hemlock trees brought loggers to the coast in the late 1800s and soon logging became its primary industry. Initially, logs were harvested using oxen and horses on skid roads—tracks made of transverse logs laid about five feet apart—or felled directly into the water.

Railroad logging was made possible in the early 1900s on the gentle, lower slopes of the Caren Range in the Kleindale area of Pender Harbour. It must have been an amazing sight to see the chugging steam locomotives and their flatcars loaded with huge logs and to hear the whistles and the squeal of brakes. At first, the logs were simply dragged behind the trains on greased sleepers between the tracks. Later the logs were transported on flatcars with vertical stakes (bunks) to hold them in place.

Steam-powered winches, called steam donkeys, came next. They were mounted on heavy wood skids and could haul themselves through the forest. They incorporated towering spar trees and complex rigging to yard the logs to a landing or to the water. In the 1930s, chainsaws replaced axes and crosscut saws. In some areas of the coast, raised wooden flumes washed the logs down to the ocean.

In the 1940s, logging roads, tractors and trucks became the standard for getting logs out of the woods. Today the dominant harvesting systems on the Sunshine Coast utilize cable yarding, grapple yarding and the use of skidders, as well as some helicopter logging. However, large portions of the older forests are being saved from logging and converted to public parkland.

Logging was, and always has been, one of the most dangerous professions on earth, often plagued by serious injuries and death. The need for medical care for injured loggers likely prompted the building of the first hospital on the Sunshine Coast, in Pender Harbour's Garden Bay in 1930. St. Mary's Hospital was primarily the result of the efforts of the Coast Columbia Mission—an outreach program of the Anglican church to provide medical care by boat to the many isolated logging camps and homesteads along the BC coast. However, it wasn't just for loggers, as many of those living today were born in the hospital or married in its chapel. St. Mary's closed in 1964 when a new hospital was built in Sechelt and the former hospital became a hotel and restaurant called The Sundowner, which still stands today.

—with files from the Sunshine Coast Museum and Archives.



BOATS INSTEAD OF ROADS

Before Highway 101 connected the coast's communities, boats were the only form of transportation. Each community had its own wharf for people and supplies. Regular steamship service by the iconic Union Steamship Company began to connect those communities with Vancouver in about 1891 and that service continued through the late 1950s. During that time, Union Steamships were the only real link between those communities and the outside world.

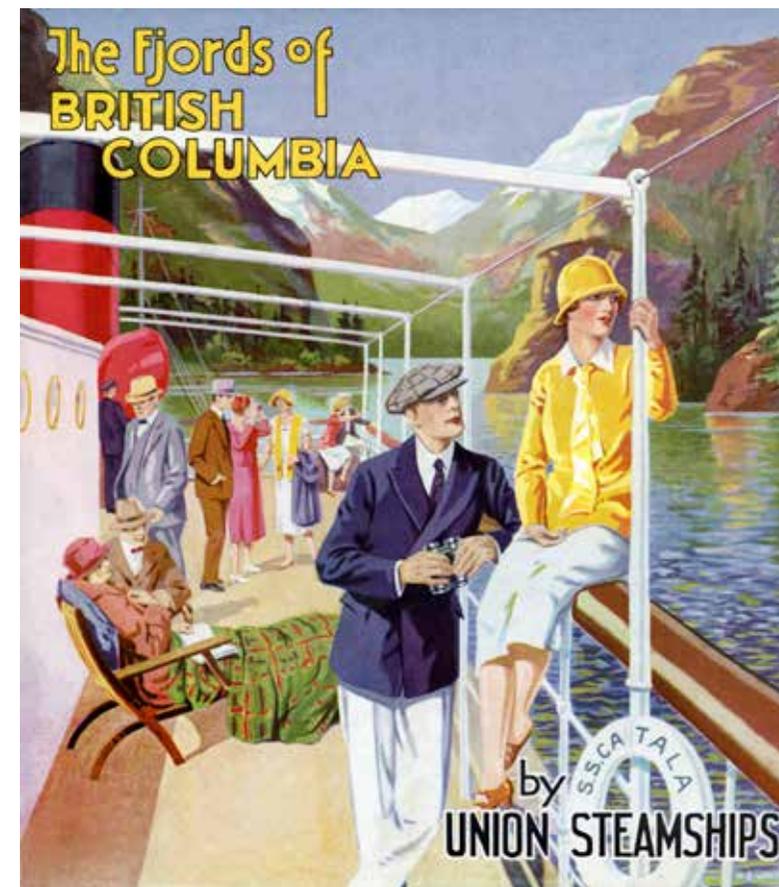
With no roads until the highway was pushed through in 1936, boats—from canoes to small clinker-built boats with small inboard engines to larger fishboats and tugs—were the only way to get around Pender Harbour. This spawned a significant boat-building industry for commercial fishboats and pleasure craft that continued until recent times.

When school was open, the children would arrive by canoe, family boat or, in some cases, rough trails, from their homes. For many years, the school board employed various small boats that served as floating school buses that would go around the harbour and pick up and deliver the kids to and from school. It was a unique but necessary situation.

Above: Until roads were built, boats like these, from circa 1915, and rough trails were the only way to get to and from school.

Right: A Union Steamship docked at Irvines Landing circa 1940s. At the time, boats were the only way to travel and to get freight, provisions and household items.





Left: Numerous marinas dot the Pender Harbour shoreline and John Henry's Marina & Resort, shown here, can handle yachts up to 150 feet.

Above: A poster from the golden days of the Union Steamships.

Top: Boating in Jervis Inlet.



“Boat Day” was the biggest event in the harbour and adjacent areas. According to a history of Irvines Landing compiled by Linda Mattis, a long-time area resident, “When the Union Steamships would arrive, Irvines Landing would come alive, with people arriving in their little boats from all over bringing their goods to ship out as well as to pick up their mail, purchase fresh groceries that had just arrived and enjoy a visit or maybe go to the hotel for a meal or a wee drink or two. It was a bit of a social event... The old hotel would come to life with the loggers and other passengers awaiting transportation to and from Vancouver.”

In the mid-1930s Union Steamships offered daily cruises to Sechart and Pender Harbour, which was then being touted as the “Gulf Coast Riviera.”

One notable event took place in Pender Harbour on Christmas Eve 1940, when the Union Steamship *Lady Cecilia* ran aground on the Skardon Islands while backing out of Irvines Landing. Whether or not this was due to the captain and crew having too much Christmas cheer is unknown. The bigger fishboats in the area tried to pull the ship off, but it required the services of a large tug, which then towed *Lady Cecilia* to Vancouver for repairs.

In 1951, Black Ball Ferries began the first daily ferry service to the Sunshine Coast, operating from Horseshoe Bay to Gibsons. In 1960, the provincial government created BC Ferries which today it is one of the largest ferry operators in the world.

Currently the ferries sail approximately every two hours; however, by 2024 that service will operate on an hourly basis, making it even easier to get to and from the Sunshine Coast.



The public floats in Princess Louisa Inlet, north of Pender Harbour, provide easy access to world-famous Chatterbox Falls—a bucket-list, must-see attraction accessible by boat or floatplane.



A HAVEN FOR BOATERS

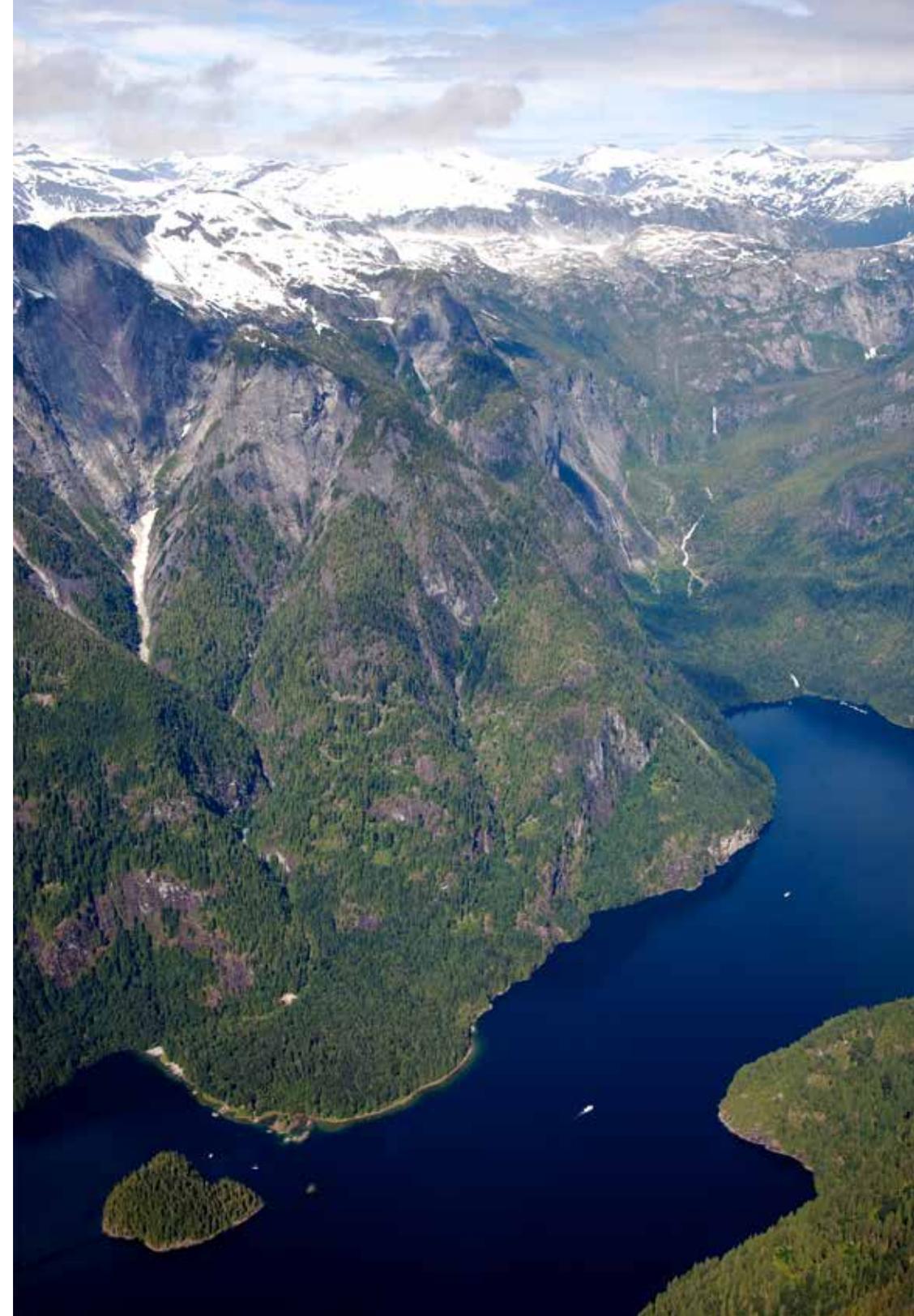
Pender Harbour—with its excellent, well-protected harbour, good anchorage and plenty of marinas—is a premier destination for everyone from kayakers to sport fishers to wealthy megayacht owners. It is also a popular stopover and provisioning centre on the way to nearby spectacular cruising destinations such as the iconic Princess Louisa Inlet (Chatterbox Falls) and the famed Desolation Sound. Pender is also on the main route that leads to the remote Broughton Archipelago, the historic First Nations villages of Haida Gwaii, the untamed central coast and farther north into the wilds of Alaska.

Pender Harbour has attracted, and continues to attract, boaters from all walks of life. The notable visitors of past and present include the likes of John Wayne aboard his converted minesweeper, *Wild Goose*, Bob Hope, Andrew Carnegie and—more recently—megayachts such as the 370-foot *Le Grand Bleu* (built for US telecommunications baron John McCaw and later owned by Russian billionaire Roman Abramovich), the *Tamsen*, a 171-foot sailing yacht belonging to the Firestone family, and the 200-foot *Huntress*, originally built as *Solemates* for Reebok founder Paul Fireman. Other notable visitors include Barbara Streisand, Ted Turner, the Aga Khan and many dot-com billionaires.

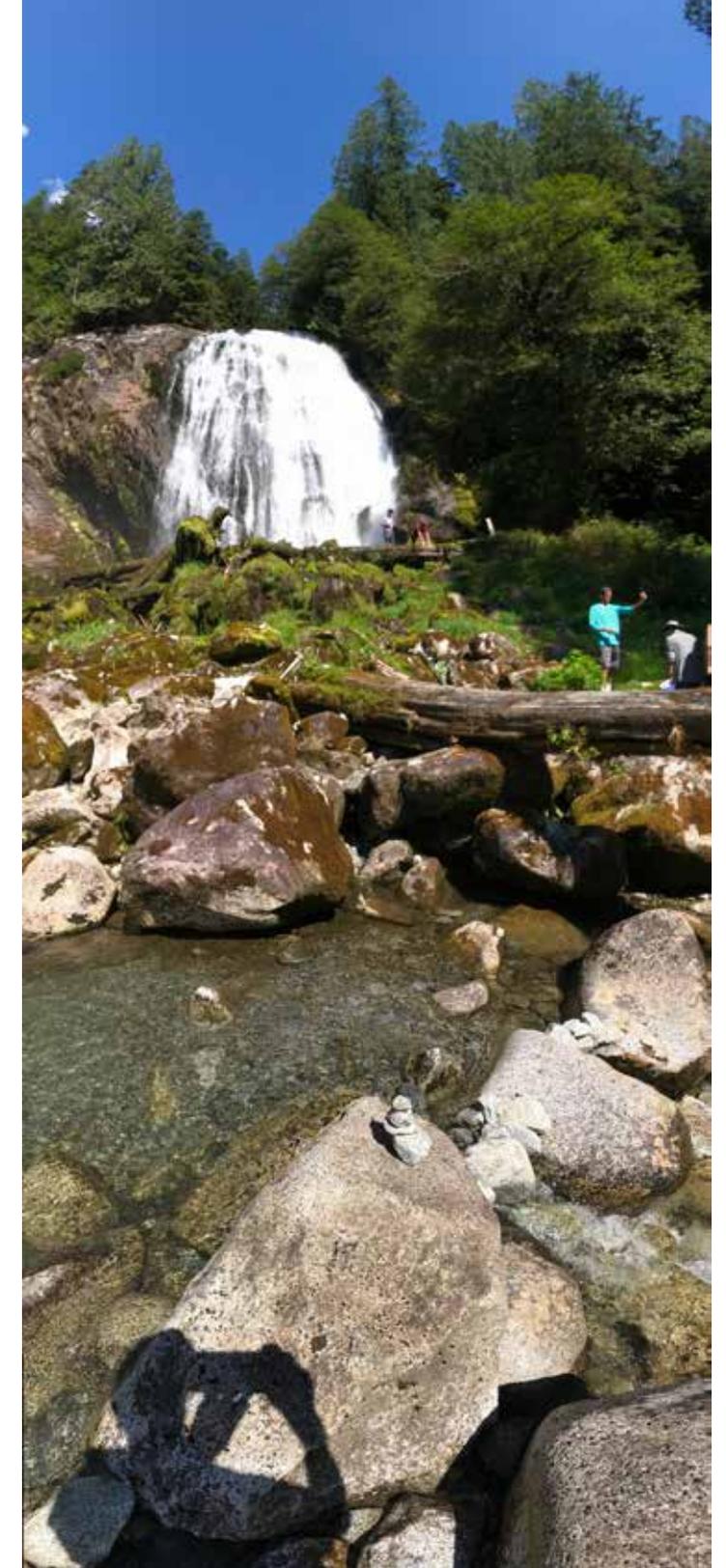
Pender is also an important and popular sport-fishing hub, where there's plenty of spring (king) and coho salmon, spot prawns and Dungeness crab. While the beaches are great for beachcombing and observing tide-pool life, delicious beach oysters and clams can be found, if you know where to look. Out on the water, it's common to see orca whales, Pacific white-sided dolphins, seals and sea lions.



Left: Prideaux Haven, an idyllic anchorage in Desolation Sound north of Pender Harbour.



Right: Looking down at the head of Princess Louisa Inlet.



Far right: A visit to Chatterbox Falls is an unforgettable experience.



ONE AWESOME ATTRACTION

While not specifically a boating destination, the waters adjacent to Egmont at the top end of the coast are home to one of the world's greatest marine spectacles—the largest tidal rapids in North America. An easy forty-minute hike through an amazing example of temperate rainforest takes you to the famous Skookumchuck Narrows. Currents in this narrow passage between Sechelt Inlet and Jarvis Inlet can reach astonishing speeds of more than 19.3 miles per hour. During big tides they create fearsome whirlpools 65.5 feet across and a standing wave of up to 6.5 feet high that attracts thrill-seeking kayakers from around the world.

An easy forty-minute hike through the temperate rainforest reveals one of the greatest natural spectacles on earth—the Skookumchuck.

Above: giant whirlpools at North Point.

Right: Whitewater kayaks challenge the standing wave at Roland Point.





Scenic Pender Harbour has many twists and turns. At the bottom of the photo is Bargain Harbour, Gerrans Bay is to the middle left, the entrance to the harbour is at the top left and Garden Bay is at the top right.



THE COAST TODAY

The real gems of Pender Harbour aren't generally seen from the road, so don't be fooled. It's the winding sideroads that lead to the water—the main area of interest for most. The harbour's attractions include its peaceful, virtually crime-free setting, its mild climate, myriad hiking and mountain-biking trails and, of course, its waterfront and plentiful boating and scuba-diving opportunities on the ocean, as well as boating, fishing and swimming in the many freshwater lakes. In the winter, several high-elevation sites offer excellent snowshoeing, snowmobiling and cross-country skiing opportunities. All these attributes attract both visitors and residents, many of whom have sold homes elsewhere and taken advantage of the significantly lower cost of housing and the easy, laid-back lifestyle—a stark contrast to the noise, traffic and bustle of a big city.

Today the population of Pender Harbour is just over 2,500 (almost 30 percent are retirees) and is made up of the primary residential hubs of Madeira Park, Francis Peninsula, Garden Bay and Irvines Landing. Madeira Park is the village centre, with a large grocery store, butcher, bank, pharmacy, liquor store, thrift store, book store, library, art gallery, community hall, an excellent health centre (nurses, doctors, dentist, etc.), several churches, a building supply store, a nine-hole golf course, indoor pool and fitness centre, a pub, a handful of restaurants and a small but world-renowned concert hall. There's abundant vacation accommodation and, for those who want to stay in touch, super-high-speed fibre-optic Internet and TV are available throughout the area.



One can never run out of things to do on the Sunshine Coast. You could spend a lifetime exploring the harbour by kayak, riding the many challenging bike trails or fishing on your own boat or a charter boat.





ABOUT PENDER HARBOUR LANDING

Pender Harbour Landing is a fully serviced high-end estate property in Pender Harbour's Irvines Landing. Its thirty-nine freehold waterfront and water view lots range from half an acre to just under three acres, and this development represents the last remaining large parcel of prime waterfront in Pender Harbour. Manicured forests and moss-covered bluffs in a park-like setting overlook the intricate shoreline. The developers—most of whom have been part of the local community for several generations—have gone to great lengths to maintain the aesthetic value of the location. Natural contours of the land dictate property boundaries and assure privacy while all services are underground to provide unobstructed views. Several historic trails pass through the property and the developers are building private moorage so property owners can moor their yachts close at hand.

The Pender Harbour Landing estate development offers superb views over the Skardon Islands and the entrance to Pender Harbour. Building a home here, on lots of up to two acres, assures a uniquely comfortable and private rural life.





Above: Built in 1931, the Sarah Wray Hall—the former Irvines Landing school—now serves as a community meeting centre and a museum (in summer).

Left: Artist's conception of the future Pender Harbour Ocean Discovery Station.



HELPING BUILD THE COMMUNITY

Immediately adjacent to Pender Harbour Landing is the historic Sarah Wray Heritage Hall, built in 1931 as the Irvines Landing School. At that time it could be accessed only via a trail or by boat. This fine old hall is one of British Columbia's last remaining one-room schoolhouses and was recently restored by members of the Pender Harbour Living Heritage Society. The developers of Pender Harbour Landing helped by making a significant donation to secure a twenty-year lease on the building to ensure its transformation to a vibrant community centre. They also provided a link to their nearby services, which saved the community considerable land and expenses when restoring the property. The building was renamed "Sarah Wray Heritage Hall" in honour of the first non-Indigenous woman to live in Pender Harbour.

Also adjacent to Pender Harbour Landing—at history-rich Irvines Landing—is an exciting new project: the Pender Harbour Ocean Discovery Station. This is an innovative marine and freshwater research and education centre. As evidence of the generous community spirit in Pender Harbour, more than \$2 million was raised to purchase the land. The new facility will be staffed by local, national and international researchers who will focus on environmental health, preserving species-at-risk, maintaining and enhancing biodiversity and studying ecosystem responses to climate change and ocean acidification. The facility, which has partnered with Simon Fraser University and Capilano University, will include laboratories, a conference centre, underwater galleries, performance spaces and a restaurant. This will provide the public with a wide variety of learning opportunities, workshops, stewardship courses, scuba-diving training and more.



EASY LIVING

A day in the life at Pender Harbour Landing could start with watching the sunrise from your estate lot. Then it could be coffee on the deck while watching the boat traffic and possibly whales and dolphins in the harbour and bald eagles soaring overhead. Then perhaps a swim in one of the lakes only minutes away (or at the community pool, which also has a fitness centre), or a walk or hike (rigorous or gentle) in the neighbourhood, or maybe nine holes of golf at the Pender Harbour Golf Club. After lunch at home or at one of the several dining establishments, you could go hunting for beach oysters or take the boat—moored at your own private slip—out to trap prawns or crab or troll for twenty-plus-pound spring salmon. Of course, high-speed fibre-optic internet and TV means you're never out of touch—unless you want to tune out. The evening could start with happy hour on your deck, followed by fine dining or pub food before you head home and look forward to another day of simply enjoying life. And when it's bedtime, instead of the constant drone of city traffic, you'll be lulled to sleep by the sounds of nature.

Spectacular scenery, a mild climate, a healthy and safe environment and countless recreational opportunities on both land and sea make Pender Harbour, and Pender Harbour Landing, one of the most attractive places in the world to live, play or vacation.

For more information about Pender Harbour Landing, visit penderharbourlanding.ca.



Your day could involve golfing, hiking, biking, kayaking or simply watching the boats pass by from your estate home on the moss-covered bluffs above the Harbour.





Gulfview Sunset
Myrwin Photography

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