

Please Note: We must confirm to the restaurant the number of persons attending and also their dinner choices, so reservations, accompanied by payment and meal selection, must be received by Tuesday, May 2nd. We regret that no refunds can be made after that date. Please plan to attend and reserve early as space is limited. This dinner is always a highlight of our season, and is excellent value for your entertainment dollar. Won't you please join us?

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In the New Member Department, a hearty welcome is extended to the Huronia Museum, of Midland, Ontario.

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MARINE NEWS

The 2000 navigation season on the Welland Canal began on Monday, March 27th, with the upbound passage of CSL NIAGARA. Newly rebuilt from J. W. McGIFFIN and making her debut last summer, CSL NIAGARA wintered at Hamilton and, when she opened the Welland, was bound for Lake Erie to load a cargo of coal for Nanticoke.

The second in the series of rebuilt CSL self-unloaders, RT. HON. PAUL J. MARTIN, (a) H. M. GRIFFITH, was christened in ceremonies held at Port Weller Dry Docks on March 29th. It is anticipated that the MARTIN will be in service by the end of April. This is the second CSL ship named for the father of Canada's current federal minister of finance. The first, HON. PAUL MARTIN, was built at Collingwood 1984-1985, and was renamed (b) ATLANTIC ERIE in 1988.

The 2000 navigation season for the Port of Toronto began during the week of March 13th, when the Essroc cement carrier STEPHEN B. ROMAN, operated for Essroc by the ULS Corporation, went back into her regular cement trade on Lake Ontario. For many years, the ROMAN has opened navigation at Toronto.

It is evident that the death of Toronto as a commercial port is imminent. Over the years, there has been a gradual decline in shipping activity here, and it had become clear that if the city should be awarded the 2008 Olympic Games, much of the existing port area would be taken over for sporting and residential complexes. However, on March 27th, the Waterfront Revitalization Task Force released its plan for a \$12 billion redevelopment of the entire waterfront area, from Exhibition Place to the eastern port area, but with certain aspects of the project extending west to Mississauga and east to Pickering. The task force recommends the immediate creation of the Toronto Waterfront Development Corp. to oversee the implementation of the plan, which would include the complete removal of the Gardiner Expressway and the creation of a "green border" along the entire central harbour area. But what is missing from the plan is any mention of ships. It is evident that there is no intention to have any commercial shipping in the area at all, and that is very saddening to marine historians and observers. In the modern redevelopment of many ports around the world, it has been possible and, indeed, intended that shipping and recreational use of waterfront spaces can go hand in hand. Toronto, however, turns a blind eye to any such possibility, which may well be a natural outgrowth of the city's longstanding neglect of its port, which has allowed much of the port area to become an unsightly wasteland. The new plan, however, ignores the viability of (and taxes paid by) the few ship-serviced industries that still thrive at Toronto today.

The Purvis Marine Ltd. craneship YANKCANUCK has undergone a significant bit of updating during the winter with the fitting of a bowthruster, something that the 1963-built motorship has never had until now. The installation of the thruster was done while YANKCANUCK was in winter quarters at Sault Ste. Marie, Ontario.