

Your Editor appreciates his summer vacation from the keyboard, but a lot can happen between May and August that must await the Mid-Summer issue to be reported. At the time we were preparing the May issue, we knew that our long-time friend, Capt. John Leonard, of Port Dalhousie, was gravely ill after suffering a stroke. On May 9th, after we had gone to press, John passed away peacefully at St. Catharines General Hospital. The funeral took place at Sts. Cyril and Methodius Ukrainian Catholic Church on May 14th. The church was packed and many T.M.H.S. members were in attendance.

John was born at Toronto on September 4, 1923, and spent his childhood summers on Ward's Island, where he delighted in sailing model ships in the sand. His father, who eventually became a Canadian Senator, hoped for "better" things for him, but John took to sailing the lakes, and that would be a lifetime career, despite a somewhat checkered beginning. John served with the Royal Canadian Navy during the war (his name appears on the Ward's Island Association's World War Two honour roll), and then aboard a number of lakers after the war. He survived the tragic loss of EMPEROR on Lake Superior's Canoe Rocks on June 4, 1947, in which 12 of the crew were lost. (John was off-duty wheelsman at the time of the stranding.)

He served in a number of Q&O ships thereafter, and then joined the sand-sucker CHARLES DICK in 1952. He became her master in 1958, serving in that position until the steamer's retirement in 1973. He then sailed a number of the Reoch self-unloaders, joining the Q&O fleet again in 1977 and retiring in 1983. He then relieved for two years in JENSEN STAR. His last ship was STELLA DESGAGNES in the autumn of 1987.

John was a man of many and varied interests. He was a founding member of the Toronto Marine Historical Society, carrying membership number 25. We were fortunate to have his assistance as a member of the Executive Committee, and on a number of occasions he regaled us with programmes in which he recounted his experiences sailing the lakes. He also was a contributor to "Scanner", added much colourful comment to our regular meetings, and saved us a bundle of postage by delivering "Scanner" on a regular basis to members all over the Niagara Peninsula. He also contributed many items for our auctions.

He delivered Meals on Wheels to St. Catharines seniors, was a lifesaver in A.A., was active in his church, and supported many different societies and groups. But we always will recall him as a big, warm-hearted and congenial person who always was willing to share his knowledge and his friendship. We forever will remember those days in a small boat on the St. Mary's River when we would come alongside his ship and he would come down on deck and share with us the latest marine gossip.

John is survived by his wife, Pauline, and by his four sisters, to whom we express our heartfelt sympathy. John was taken from us far too early, but at least we had the honour of knowing him. Ave atque Vale, old friend.

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THE ARCADIA EXPERIENCE

It was with eager anticipation that lake ship fans looked forward to the coming of ARCADIA in 2001, the first large passenger vessel scheduled to run the full summer season on the upper lakes since 1966. The 1968-built ARCADIA, formerly a Spanish ferry, is owned by Attika Shipping, of Piraeus, and was chartered by Great Lakes Cruises Inc., of Waukesha, Wisconsin. A most ambitious season of cruising Lakes Huron, Michigan and Superior was planned for the ship.

After a long two-leg trip from Piraeus to London and then across the Atlantic to Canada, ARCADIA arrived at Toronto on June 12, six hours behind schedule. She sailed that evening for Detroit via Oswego and Erie, two T.M.H.S. members being part of the very small passenger load. That trip was completed without any major difficulties.