

Accordingly, rather than further depleting the treasury, it was decided some time ago that an increase in the annual membership fees would be necessary for the 1989-90 season. To avoid inflicting upon the membership a small increase in fees each year, your Committee suggested an increase to \$18.00 per annum and this was unanimously approved at a recent membership meeting. The increase is now in effect and should serve to reverse the depletion of the bank account. No further increases should be necessary for several years to come.

We continue to appreciate the efforts of all of the members who assist us with "Scanner", whether by supplying us with material for publication, or by offering to take extra copies with them after a meeting to deliver them to other members residing in their area. The latter service is particularly valuable to us, as it serves to decrease our biggest single expense, namely postage. When next you come to a meeting, perhaps you could assist in this effort along with the others who regularly deliver "Scanner".

We particularly appreciate the continued assistance of Basil Headford, of Minett Photographic (who does the lay-out and printing of our photopages, covers, membership cards, letterhead, etc.), and of Wayne Burlington, of Pronto Copycentres (which prints "Scanner" itself).

On behalf of all T.M.H.S. members, we express sincere thanks to Bill Wilson, our peregrinations (?) Chief Purser, for his efforts in safeguarding the Treasury during the past year, taking memberships, dealing with bank service charges and foreign exchange rates, and keeping the books in order. We are indeed grateful.

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A REVIVAL OF SHIPPING TO WALLACEBURG?

Although at one time many vessels traded up the River Snye and the Chenal Ecarte to Wallaceburg, Ontario, only the STELLA DESGAGNES and EVA DESGAGNES have done so with any regularity in recent years. The silting of the navigation channel and the lack of government dredging have virtually eliminated commercial traffic from Wallaceburg.

On September 25, however, there appeared at Wallaceburg the McKeil Marine Ltd. tugs W. N. TWOLAN and LAC MANITOBA, towing the barge MM 262, the latter ballasted as if she were carrying cargo. The purpose of the trip was to explore the possibility of carrying gravel and stone direct to Wallaceburg from Manitoulin Island for stockpiling by Standard Aggregates. We suppose that the trip was a success in that the barge did not run aground during its tortuous trip.

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A STRANGE TORONTO LAY-UP

The N. M. Paterson & Sons Ltd. motorvessel CANADOC (II) was a summer lay-up at Toronto, being in ordinary alongside the east wall of the turning basin from July 28 until August 28. She then was back in service, but, at a time when most fleets were reactivating their idle vessels, CANADOC was back on the east wall of the basin by September 28th. At the time of this writing, it was not evident how long CANADOC would remain in this (for her) unusual port.

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FEES - A REMINDER

We hate to do this, but the last words in this issue of "Scanner" must be a reminder that membership fees are now due. See Page One for details. If we do not receive your renewal, then this will be the last "Scanner" that you will read. We sincerely hope that your renewal will be in the mail shortly.

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