

William R. Wilson, 173 Glenrose Avenue, Toronto, Ontario M4T 1K7. Tickets will be held at the door for all who have reserved.

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 11th. We regret that there can be no refunds after that date. Please plan to attend and reserve early to ensure that there will be space for you and your party. The dinner is always a highlight of our season, and an evening enjoyed by all who attend. Won't you please join us?

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LAKERS AND SALTIES 1998-1999

The current edition of Norman Eakins' annual directory is now available. Listed are 448 ships, both domestic and foreign, which operated on or into the lakes during 1998. Vessels are listed by place of build, and listings give complete ship details, including engines, together with all Seaway transits during the year. The book is spiral bound, with a colour photo of WILFRED SYKES on the cover.

Canadian Orders should be addressed to Norman Eakins, 13 Alfred Street, Point Edward, Ontario N7V 1S4, enclosing Can. \$19.00 (including postage). U.S. and overseas orders to Norman Eakins, P.O. Box 595792, Fort Gratiot, Michigan 48059, U.S.A. All U.S. orders are U.S. \$17.00, including Priority Mail postage, while overseas orders should contain U.S. \$23.00, including Global Priority Mail.

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MARINE NEWS

The shipping season on the Seaway opened on March 31st, for both the St. Lawrence and Welland canals. The first ship to transit the Welland Canal was the Algoma Central self-unloader ALGOWEST, which was upbound from her winter berth at Hamilton. The first transit up the St. Lawrence canals was made by the salty CHIOS PRIDE, bound for Toronto with sugar.

It was fitting that ALGOWEST officially opened the Welland Canal, for in 1999 the Algoma Central Corporation is celebrating its Centennial. It was back in 1899 that the first of the Corporation's antecedent companies was formed at Sault Ste. Marie by Francis H. Clergue. Today, Algoma Central is the largest Canadian marine transport company operating on the Great Lakes. To commemorate the centennial, Algoma ships will in 1999 carry a special banner painted on their bows below the usual bear insignia, and a special centennial version of the colourful Algoma houseflag will be flown by all of the fleet's ships.

Last issue, we commented upon the plans to sink as a dive site the former sandsucker and tanker NIAGARA II, (a) RIDEAULITE (47), (b) IMPERIAL LACHINE (I)(54), (c) NIAGARA (69), (d) W. M. EDINGTON (84). The 175-foot ship spent the winter at Tobermory in anticipation of her sinking. We have learned that May 15th has tentatively been set for the sinking, subject to weather conditions. NIAGARA II will be put down in 90 feet of water, east of Tobermory, between Driftwood Point and Little Cove.

On March 28th, the forward sections of J. W. McGIFFIN were exchanged on the drydock at Port Weller. The old forward section was removed and the new one (built as Port Weller's Hull 77) was put in its place, minus the extreme bow section which had not yet been constructed. We understand that the old hull section will eventually be taken up to Wharf 17 at Port Colborne (the old Algoma Steel plant), where it will be scrapped. The McGIFFIN apparently will be renamed, but the new name has not yet been chosen.