

the number of persons attending and their dinner choices, so reservations, accompanied by payment, must be received by Tuesday, May 8th. We regret that there can be no refunds after that date. The dinner meeting always is a highlight of the T.M.H.S. year. Won't you please plan to join us?

"Typos" are an evil that all editors and proof-readers try to avoid like the plague, but they happen despite Best Efforts. The March issue was labelled as "Vol. XXXIII - No. 5", but it actually was **No. 6** of the volume. Ooops.

In the New Member Department, a hearty welcome goes out to Ricki Froats, of Mariatown, Ontario. We are happy to have you with us as a member of T.M.H.S.

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SALTIES 2000-2001

Member Norman Eakins has broken up his annual Lakers & Salties directory into two volumes this year, one for each group, so as to include more material for those who wish it. The first, Salties 2000-2001, is now available. Sixty pages, with a spiral back and colour cover, it contains more individual ship data than most observers could ever hope to know. Canadian purchasers should send \$12.00 to Norman Eakins, 13 Alfred Street, Point Edward, Ont. N7V 1S4. All others write to P.O. Box 595792, Fort Gratiot, Mich. 48059-5972, U.S.A., enclosing U.S. \$10.00 for U.S. orders, or U.S. \$20.00 for overseas orders.

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WIN A LAKER TRIP

Member Vern Sweeting advises that the Huronia Museum, Midland, is running a fund-raising draw for a trip for four persons aboard an Algoma Central ship in 2001. Tix are \$10.00 each from Huronia Museum, P.O. Box 638, Midland, Ontario L4R 4P4, or see Vern at the T.M.H.S. dinner meeting in May. The draw will be held on July 3rd at the Museum. A worthy cause, we believe.

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MARINE NEWS

The earliest ever opening of the St. Lawrence canals took place on Friday, March 23rd. The first commercial vessel was PETROLIA DESGAGNES, upbound from St. Romuald for Morrisburg, while the first downbound was OAKGLEN with a load of soybean pellets. Her destination originally was Trois-Rivieres, but was changed to Quebec City. First salty of the season was DOROTHEA, bound for Toronto with sugar. Early Seaway passages were severely delayed by ice conditions.

The Welland Canal also opened on the 23rd. Ceremonial first ship was the upbound CANADIAN CENTURY, the third time she has been so honoured. First downbound ship was OAKGLEN.

Toronto Harbour was officially opened March 16 with the arrival of STEPHEN B. ROMAN with a load of cement at 2:30 p.m. She had cleared her Toronto lay-up berth the day before. Second arrival was C.C.G.S. SIMCOE on March 17th.

At long last, the acquisition of CALCITE II, MYRON C. TAYLOR and GEORGE A. SLOAN by the Lower Lakes Towing interests was completed on March 31st, and by the following day, the U.S. flag was gone from the stern of the SLOAN. Exactly how the ownership and operation of the three venerable self-unloaders will be arranged is not yet clear, but the U.S. affiliate of Lower Lakes (Grand River Navigation) will be involved.

Laid up at Montreal since her arrival last August from Valleyfield, Transport Nanuk's LUCIEN-PAQUIN, (a) BORELAND (79), (b) SUNEMERILLON (82), (c) MESANGE (85), bulk carrier built 1969 at Gothenburg, Sweden, left Montreal on February 23. She bore the name (e) IGEN ICE, and the flag of St. Vincent & Grenadines, but was expected to be delivered to an overseas scrapyard during April. 459 feet overall, the bulker first came Canadian in 1979 for Boreal Navigation Inc.