

Fort Wayne, Indiana, which in turn is controlled by Gruppo Ferruzzi SpA., of Italy. As reasons for its closing, Victory has cited an escalating tax burden at the plant location, difficulties in getting trucks into the crowded downtown area, the spreading of the waterfront redevelopment, and federal government economic and trade policies which made it difficult for Victory to compete with bean crushing plants in the U.S.A. Victory was the largest of only three bean crushers in Canada, the others being at Hamilton and Windsor.

The news of Victory's closing has shocked farmers and bean marketers, because soybeans are one of Southern Ontario's largest crops and many farmers are in the process of changing from other crops to beans this year as a result of low economic returns from wheat and corn. Victory officials were to meet with federal and provincial authorities, but in the midst of the current economic recession, it would seem unlikely that any government assistance will be available to save the company, and the eventual demolition of the landmark waterfront elevators will be a virtual certainty.

So what of commercial shipping operations in Toronto Harbour? Despite the optimistic protestations of the Toronto Harbour Commission, there is not much activity. The STEPHEN B. ROMAN and ENGLISH RIVER trade regularly into the two cement plants along Cherry Street, and of course the salties do bring large quantities of sugar to Redpath's. The occasional heavy piece of something is handled by the heavy-lift crane at Pier 35 in the Polson Street slip, and a few salties (most of the "line" services don't call here anymore) load or unload at terminals 51 and 52 at the Eastern Gap. There are some stone, liquid asphalt and specialty oil shipments down the Channel, but most of the ships going in there are carrying road salt. In fact, for several years now there has not been a full-time tender on duty at the Cherry Street bridge, and ships wishing the bridge to be opened must give an hour's notice by radio, so that the Harbour Commission can find someone to go and open the span.

If you want to watch hordes of yachts and party boats, you may find Toronto Harbour interesting this summer. But if you wish to see lake freighters or ocean-going vessels, go somewhere else, because you certainly won't see very many of them here! Long gone are the days of the early 1960s, when a summer day would find ships at almost every dock, and more anchored in the Harbour, or out in Humber Bay, waiting for wharf space...

\* \* \* \* \*

#### LAY-UP LISTINGS 1990-1991

Lay-up listings in the April issue? Not very timely, we must admit, but we thought that we should put in print a few last comments and corrections just to make sure that anyone reading this record in the future would have all of the correct information available.

**Shelburne, Nova Scotia:** CHARLES R. HUNTLEY may have been there briefly at some time early in the winter, but she appears to have spent most of her time at Saint John, New Brunswick. She was heading for winter work at Saint John when she encountered her storm escapade and resulting damage off Halifax, late last autumn.

**Fairport, Ohio:** Lay-ups were the sand boats EMMETT J. CAREY and F. M. OSBORNE.

For this information, our thanks to Mac Mackay and to Greg Rudnick. And if, in the confusion of organizing our earlier listings, we neglected to thank any of our many lay-up contributors, please accept our thanks and also our sincere apologies!

\* \* \* \* \*