

taken across the lake to Niagara during late December, and we have absolutely no idea what may be planned for her.

We have confirmation that another of the former Star Line excursion boats left the Great Lakes during the autumn. On October 8th, STAR OF CHICAGO III, which earlier had been moved from Port Lambton to Ecorse, departed the Nicholson dock, bound for Keyport, New Jersey, where she was to join the fleet of Cornucopia Cruise Lines. (Keyport is located on the south shore of Lower New York Bay.) She was downbound in the Welland Canal on October 10th, and her upper works had been reduced to allow her to make her passage out via the New York State Barge Canal and then down the Hudson River. She reportedly will be doing dinner cruises for her new owner.

During December, much evidence was heard in court at Simcoe, Ontario, in the trial of Capt. Gordon Stogdale and third officer William Bennett, of the Canadian Coast Guard icebreaker GRIFFON. The two are charged with three counts each of dangerous operation of a vessel causing death and criminal negligence causing death in connection with the March 18, 1991, incident in which, during heavy fog, the GRIFFON rammed the Port Dover fishing tug CAPTAIN K. on Long Point Bay, Lake Erie. The tug sank and her three crew members were lost. (The hull of the tug, cut almost in two by the icebreaker, subsequently was raised.) Amongst the evidence produced during the trial and widely reported by the public press was testimony that, despite severely impaired visibility and the knowledge that other vessels were in the area, the GRIFFON was operating at high speed and was not sounding fog signals. In addition, the master had gone off the bridge and left Bennett in charge, the wheelsman was inexperienced at operation in fog or at high speed, and GRIFFON's radar watch was less than effective. The trial will be continuing in the New Year.

A 46-year-old crewman from Ashtabula mysteriously disappeared from the American Steamship Company self-unloader ST. CLAIR while the vessel was transitting the St. Mary's River, upbound for Duluth, early on the morning of November 17th. A U.S. Coast Guard search failed to locate the missing man, and the search was called off after a few hours when it became evident that no person could have survived for long in the 41° F. water, with air temperatures around the 17° F. mark.

Many shipping observers in the Thunder Bay and Duluth-Superior areas were much saddened by the departure for new service on the west coast of INCAN SUPERIOR. The passage of the railroad carferry out of the lakes was reported in our December issue. Not only had the 1974-built ferry become an institution and both American and Canadian Lakeheads, calling at the two ports more often each season than any other vessel, but she could make the trip between the two Lakeheads in only 13 hours. The decision to take INCAN SUPERIOR off her Lake Superior route was made by Incan Ships Limited (a subsidiary of Canadian Pacific Ltd.) as a result of a decrease of 45 percent in shipments of newsprint and wood pulp since 1991, and also because of 1990's huge increase in port taxes charged by the U.S. federal authorities to help bankroll harbour maintenance. As yet, we have not heard which route INCAN SUPERIOR will be serving on the west coast of Canada.

For many months now, it has been evident that the Ataratiri assisted housing development planned for former industrial lands in Toronto's lower east side in the area between Parliament Street and the Don River is dead, the final death warrant coming from Provincial authorities. The City of Toronto is left to figure out what to do with the vacated or abandoned lands in the area. One of the sites is that occupied by the former Victory Soya Mills, now owned by Central Soya Ltd. The elevator silos and bean mashing plant now stand vacant, although once the scene of much shipping activity. In response to a Toronto Historical Board attempt to list the 1944-vintage plant as historic and worthy of saving, Central Soya reacted strongly in the press, indicating that it was actively attempting to sell the site on the east side of the Parliament Street slip.