

cargo of crude oil, she missed the turn at the entrance to Toronto's Western Gap, and she ran aground off the mouth of Etobicoke Creek, considerably to the west of the harbour entrance. After part of her cargo was lightered off by the Transit Tankers & Terminals tanker TRANSLAKE, CEDARBRANCH finally was pulled free of the shore by the Russell Construction Company Ltd. steam tug R.C. CO. TUG NO. 1 (which survives to this day as McKeil Marine's ARGUE MARTIN, now one year short of her centenary).

After all the effort and expenditure that had been put into the rebuilding of CEDARBRANCH, her owner did not get to enjoy her services for long. As a consequence of the demand for tonnage created by World War Two, with a particular need for tankers capable of carrying fuel, CEDARBRANCH was requisitioned by the Canadian government. To make matters worse, she was only one of four Branch Lines tankers taken by the authorities! In addition to CEDARBRANCH, the fleet lost its OAKBRANCH (I), PINEBRANCH and WILLOWBRANCH (I), and was left with only one major tanker, that being the aged MAPLEBRANCH (I) which was so decrepit that she could never have been considered for salt water service. As it turned out, only one of the requisitioned tankers, PINEBRANCH, would return to the fleet after the war.

All four of the requisitioned tankers proceeded out to the east coast of Canada, CEDARBRANCH making the trip in November of 1941. The four ships then lay at anchor in the harbour at Dartmouth, Nova Scotia, and we have no record of any active use being made of them whilst they were there. Their idleness must surely have galled the management of Branch Lines, which could have made good use of the tankers.

CEDARBRANCH finally was transferred to the British Ministry of War Transport in 1944, and she crossed the Atlantic. Under the name (f) EMPIRE NEWT, the steamer was placed in service between British and continental ports under the management of the famous old firm of F. T. Everard & Sons Ltd., London. The service was shortlived, however, and by November of 1946, her usefulness had come to an end, and it was announced that she had been sold for scrapping at Inverkeithing, Scotland. She was duly broken up there in 1947.

If it had been known that she was available, Branch Lines might have been happy to take back the former CEDARBRANCH, considering what little use the fleet had been able to make of this tanker after her 1939-1940 conversion. But the company had acquired several war surplus motortankers, and would soon build new tonnage, so perhaps there was no room in the fleet for this handsome steamer from another era.

Before closing, we should comment on the eventual disposition of the remaining five sistership C.S.L. "Wolvin" canallers. As a wartime necessity, CHAPLEAU was reactivated briefly as a barge by Leaf Barges Division of Branch Lines in 1943, but after the war, she was again laid up and she was scrapped in 1955. The remaining four also went to Leaf Barges Division, but they were refurbished in 1942-1943 as steamers for lake and river service. They got new forward cabins, much like CEDARBRANCH, but they remained dry bulk carriers. For their new service, CAMROSE was renamed PALMLEAF, CHANDLER became ASPENLEAF, CHATSWORTH was renamed BAYLEAF and CANMORE was rechristened ASHLEAF.

PALMLEAF and ASPENLEAF were sold in 1949 to the Hindman interests, and were renamed BLANCHE HINDMAN (I) and HELEN HINDMAN (I). Sold again in 1952, they ran as PARKDALE (I) and GROVEDALE (I) for Reoch and then for Upper Lakes & St. Lawrence Transportation Company, and they were scrapped together at Port Weller in 1959. BAYLEAF and ASHLEAF lasted even longer. They were sold in 1951 and finished out their days as Captain Frank Manzzutti's craneships MANCOX and MANZZUTTI. They were scrapped together at Hamilton in 1971.

Augustus Wolvin could never have imagined how successful his little flock of canallers would be!