

### NEW OWNERSHIP

I have purchased the Jack Spang Livestock Trucking Business and would like to take this opportunity of soliciting the continued patronage which this business has enjoyed for a number of years.

It will be my pleasure to serve the farmers of this district and I would assure them that I will endeavour to give the same prompt, and reliable service which they have been accustomed to in the past.

**CLARENCE BAKER  
GENERAL TRANSPORT**

(Successor to Spang Livestock Haulage)  
Phone Stouffville 64j3

### Soil and Crop Improvement Assoc. Convenes Jan. 26 - 29

Farmers from all over Ontario will invade Toronto on January 26th when the Ontario Soil and Crop Improvement Association opens its annual convention, January 26, 27, 28 and 29. Meetings of the Association will be held in the Industrial Section, Coliseum, Exhibition Park, during the day with evening sessions in the King Edward Hotel.

"Conservation for Profit" will be the theme of the four-day convention, and with the Ontario Retail Farm Equipment Dealers' show being held at the same time and place farmers will be able to see the

latest in labor-saving devices and other farm supplies and equipment. The Ontario Junior Farmer Machinery Club Day will be held on the 29th.

The program includes addresses by recognized agricultural authorities in Canada and the U.S.A., down to earth talks by progressive farmers and panel discussion on up-to-the-minute topics. New faces will appear on the program as well as those of outstanding calibre who have addressed the convention in previous years.

Hotel reservations should be made as soon as possible to the hotel of your choice. There will be reduced railway rates, and plenty of parking space will be available at the Coliseum without charge.

Howard Harper of Goodwood is this year's President.

## Guided Huge New Tanker on Maiden Trip

Come Spring and you won't know the new Imperial Sarnia. She'll have new accommodation, a new bow and stern and among the things that won't show is an additional strengthening to fit for her new career, as sea, serving Imperial in the east coast trade. It's expected that she'll leave the shipyard at Sorel about mid-April.

But to reach Sorel from her usual Great Lakes haunts, the 6,630-deadweight-ton-ship had to undergo temporary alterations, travel 1,510 miles down the Illinois and Mississippi Rivers, have the removed equipment reinstalled at New Orleans and then make the voyage of 3,110 miles from that city to Sorel.

Then off the Sarnia went with a barge tow and travelled down the Mississippi's broadening reaches until she arrived at New Orleans on Oct. 30. At the Todd-Johnson Dry Docks Inc., her masts and funnel rose again to their old heights and she was readied for sea.

Since she was not yet a sea-going ship, regulations kept her within 200 miles of the coast, as she steamed around the tip of Florida and into the thrust of the Gulf Stream, then north into the chill waters of the North Atlantic. She called up at Halifax to replenish fuel and water, then steaming up the St. Lawrence arriving at Sorel Nov. 13—5,150 miles from her home port of Sarnia. Yet the distance is only about 500 miles as a seagull could fly it.

At the yard of Marine Industries Ltd., conversion has already begun and will continue throughout the winter. The cost will be more than half a million dollars. When finished the present crew may have some difficulty in recognizing their former quarters, while the whole ship will have a different silhouette.

The present accommodation forward will be moved aft. The new quarters will be similar to those in the Leduc class ships, but only on a slightly smaller scale. The bow will be rebuilt with a raked, soft-nosed system and flared sides.

The stern will come off to the 16½-foot waterline and be rebuilt with modified cruiser stern and long poop. It will also be one 'tween deck (eight feet) higher. The engineers will be accommodated on the new poop deck, which will have the crew's recreation room, galley and mess room as well.

Crew accommodations will be on the main deck aft—four single and 10 two-berth rooms, plus laundry and drying rooms. The after accommodation will be mechanically ventilated and heated with forced air although steam heating will be retained amidships. However to bring the standard of ventilation amidships up to that of the new after accommodation a forced tempered cold-air system ducted to all rooms will be installed in addition.

The space formerly allocated to the crew on the lower deck will be taken over for auxiliary machinery, a workshop, engineroom stores and the like. Amidships the officers too will have a new recreation room. This and a new hospital room will be located where the bosun and wheelmen are now quartered. The 'midships house' will be raised 4½ feet so that the entrance to the quarters will be from the gang way level instead of from the main deck—a change which will make for drier seamen in heavy weather.

A wireless room will be added to the after part of the pilot house and Sparks will move into one of the existing spare rooms amidships. A storehouse built below the raised 'midships' section will complete the major changes in this part of the ship.

Among the practically invisible changes will be the addition of stiffening-doubling plates on the bottom shell and deck, new bottom and deck longitudinal girders and reinforcement of transverse and longitudinal frames. Bilge keels will be added to reduce rolling and there will be extra fresh water capacity for both boiler feed and domestic uses. Sundry other changes include a new cofferdam and deep tank forward and removal of the stern anchor and its gear.

All these alterations will not materially change the ship's deadweight tonnage or 56,000-barrel capacity, the extra weight being mostly absorbed by an additional draft of four inches. She'll be longer too, for the new bow and stern will bring her overall length up from 290 to 408½ feet. In short, she'll be completely outfitted for her new salt-water trade.

As Imperial Sarnia prepared for a sea career, an operation which made Canadian history was drawing to a close. The operation began on April 24, 1951, when Imperial Leduc docked at Sarnia with the first cargo of Alberta crude oil to reach Ontario. Flugs waved, bands played, crowds cheered as Premier Leslie Frost turned the valve which allowed the oil to flow ashore.

Since then, Imperial Leduc and her sisters, Imperial Redwater and Imperial Wood-

bend, have served well in carrying oil from Superior to Sarnia. Together with the Sarnia and other Imperial ships, plus chartered vessels, they moved 51 million barrels of oil through lakes Superior and Huron in the past three years.

Now that the pipe line has been extended from Superior to Sarnia, they are no longer needed. Imperial Woodbend has been sold to the Mohawk Navigation Co., Montreal and Imperial Redwater to the Upper Lakes and St. Lawrence Transportation Co., Toronto, for conversion to bulk carriers. Negotiations are in progress for the sale of Imperial Leduc. Imperial's lake seamen, proud of these 620-foot ships, (the world's largest freshwater tankers) saw them go with regret. While they were in the vessels, the three 15,800-d.w.t. vessels gave employment to 114 men—38 to a ship—for three seasons as regards the Leduc and Redwater, and for two seasons in the Woodbend.

Addition of these ships also meant faster promotions for crew members and opportunities to gain experience in new and advanced positions. If some of them have to step down temporarily after the big ships go out of service, at least they have had experience—and pay—which would have been impossible if the Alberta crude movement had been made by pipe line from the beginning.

As the big ships left the fleet and tied up, their men saw them go with real regret. In the mess rooms of Imperial ships for years to come men will speak of them and of the place they held in Canada's industrial development, while the ships themselves ply the lakes with new names and new cargoes and with new colors on their funnel bands.

762 Deer Bagged in Lindsay District  
Approximately 2,860 deer hunters in the Lindsay district bagged 762 deer, seven bear and three elk this year, conservation officers of the Ontario Department of Lands and Forests estimate. Hunters from the U.S. numbered 125. Deer killed included 276 bucks, 284 does and 202 fawns. As in 1952, 55 per cent of the fawns were males.

Percentage of hunter success here in the past six years was 1948, 34; 1949, 38; 1950, 40; 1951, 38; 1952, 27; 1953, 26.6.

District Forester A.B. Wheatly disclosed some interesting figures on fawn-toe ratio and age and weight distribution as a result of information gathered at three deer checking stations. "The number of fawns per doe in the total kill," he pointed out, "throws some light on productivity, but since some hunters show a decided preference to shoot adults rather than fawns, figures probably do not give a true picture, showing 202 fawns and 284 does, a ratio of .71 fawns per doe. The ratio in 1952 was .47".

A fisherman reports that there are angleworms in South Africa seven feet long. A fisherman has fallen terribly low, even for a fisherman, when he sets in lying about bait.



Capt. Frank Osterdahl

Imperial Sarnia, built at Collingwood Shipyards in 1948 was designed primarily to supply Fort William and its hinterland with products from Sarnia refinery. The fast-moving oil discoveries in Alberta changed that picture when the crude oil pipe line from Edmonton began operating to Superior the ship was put in the crude oil trade along with the Leduc class ships.

The picture changed a year ago, when Interprovincial Pipe Line Co. announced its intention of extending the line from Superior to Sarnia. The extension will be completed this year. And so Imperial Leduc and her sisters, the Redwater and Woodbend, and Imperial Sarnia as well, became surplus.

Imperial Sarnia's long and unusual journey began at the port whose name she bears. There she tied up for gas freeing and sailed Oct. 8 for the American shipbuilding Company's yard at South Chicago, where she was prepared for the voyage to the sea and her first tastes of salt water.

Down came her masts, a course off her funnel, the navigating equipment, rails and stanchions atop her pilot house and even the jackstaff of her bow. She was stripped and ready to pass under the fixed bridges across the Illinois and Mississippi Rivers. Clearance under the lowest—Sag Highway—was one foot nine inches.

She left the shipyard Oct. 14 in tow, and berthed overnight before starting to work her slow way through the Chicago sanitary and drainage canal and its numerous bridges out into the Illinois River.

The next day she arrived at Lockport, Ill., where the Chicago harbor tug of the Great Lakes Towing Co., left her and later a pusher towboat of American Barge Lines took over. Here, too, her 33-man crew piled their belongings on

## Business Directory

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Office over Canadian Bank of Commerce.  
Telephone 167w. Stouffville

**E. S. BARKER, L.D.S., D.D.S.**  
Hono- Graduate of University of Toronto  
Office over Harold's Grill  
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