

In 1923, THOMAS J. DRUMMOND was purchased by N. M. Paterson & Company Ltd., of Fort William, Ontario, for use in the grain trade. Under the new ownership, the steamer's hull remained black, but the upper half of her forecastle was painted white. Her cabins stayed white, and her stack became black with a large white letter 'P' on it. The plating around the after deckhouse was removed (it must have been unbearably hot inside the boxed-in cabin in summertime) and the house became white once again. Her masts were painted buff, the fore with a white top and the main with a black upper section.

The Paterson shipping interests were reorganized in 1926, and the ownership of THOMAS J. DRUMMOND was transferred to Paterson Steamships Ltd., Fort William. It was at this same time that her port of registry was changed to Fort William, and she was rechristened (b) CALGADOC (I) in honour of the City of Calgary, Alberta. It would seem probable that it was at this time that the now-familiar Paterson "Diamond-and-'P'" logo was placed on the steamer's bows beneath her name.

These changes did not affect CALGADOC much, as she continued in various lake trades as before, most of her cargoes being grain. It would seem that she operated successfully for Paterson, but it undoubtedly was a fact that she operated most economically when water levels and other navigation conditions permitted her to load down to her maximum draft. About the only other change made to the steamer during her Paterson years was that she did not retain her white forecastle. Sometime after 1933, the rest of the forecastle became black like the hull, while only the forecastle head rail retained its white paint.

During the Great Depression of the early 1930s, CALGADOC saw only intermittent service, and spent considerable time laid up in the ship channel at the east end of Toronto Harbour, beside her near-sister THORDOC (I), (a) J. A. McKEE (26). In fact, both steamers had laid up at Toronto in December of 1931 with storage cargoes of coal.

Business had begun to pick up again by the second half of the decade, and the Paterson fleet gradually reactivated all of its steel-hulled canallers, most of which had been built at British yards during the mid-to-late 1920s. CALGADOC spent the winter of 1936-1937 at Fort William with a storage cargo of grain which was to be delivered down the lakes in the spring. When navigation conditions permitted, she cleared Fort William, but she arrived back at that port on April 20th, 1937, after damaging some of her hull plates whilst breaking ice on the first section of her downbound trip. Repairs were put in hand and CALGADOC then proceeded on her way.

It was in that same year of 1937 that Paterson chartered CALGADOC to the Dominion Steel and Coal Company Ltd., of Sydney, Nova Scotia, for operation on the coal shuttle between Sydney and Wabana, Newfoundland. With her heavy hull plating and deep draft, it undoubtedly was thought that CALGADOC would be eminently suited for his important trade.

Unfortunately, however, the coal shuttle was to prove to be the undoing of this handsome steamer, and she never again would return to the Great Lakes. On Saturday, October 3th, 1937, CALGADOC cleared Sydney with yet another cargo of coal consigned to Wabana. She encountered very heavy weather during the trip, however, and it is believed that it was on Monday, November 1st, that CALGADOC foundered off the Nova Scotia coast, with the loss of all on board.

For a considerable period of time, it was not known exactly where CALGADOC met her end. However, during World War Two, detection devices located a large object lying on the sea bottom off the Nova Scotia coast. Fearing that the object might be a submerged U-Boat waiting to make a kill, the Royal Canadian Navy used depth charges in an effort to destroy the "intruder". Much to the surprise of everyone, however, the explosions