

was an open rail around the top of this "quarterdeck", and on each side was a large lifeboat, worked from radial davits. The well-raked stack, of medium height and surrounded by ventilator cowls, rose fairly near the forward end of the boat deck. There was a tall flagstaff, not set right aft at the fantail but rather a bit farther forward. As built, PIONEER did not carry an after mast.

PIONEER's hull was painted black, and there was a light-coloured boot-top, which may have been grey. The bridge structure and the forward bulkhead of the after cabin were painted in the dusty pea-green shade which, as the years passed, was to become a Cleveland-Cliffs mark of distinction, totally unique to that fleet and its affiliates. The mast was buff, and the stack was all black. The ship's name, in white letters, curved over the owner's name near the after end of the forecastle rail.

The PIONEER did not undergo many changes during her years of operation in the Cliffs fleet. Her big pole mast was pulled out of her eventually, most likely because with its gaff and stylish rake, it would have interfered with the handling of cargo through the second hatch. It was replaced with a scrawny little pipe mast, which was much shorter and had almost no rake at all; in fact, it even appeared to bend forward a bit! A new mainmast was stepped well abaft the smokestack, but it also was less than impressive in both size and rake, and did nothing for the ship's appearance. The only other apparent change was the repainting of the ship's name in a straight line on the forecastle rail, no doubt to avoid the extra time and effort necessary to repaint the name in its original curved configuration.

PIONEER seems to have operated relatively successfully for Cliffs, as apparently also did CADILLAC, although we have no reports on how well those funny little deck cranes performed. After some two decades of service, however, the ships were becoming victims of their own design. They had been far surpassed in size and efficiency of operation by the many new steamers which had been added to the Cliffs fleet, and they just could not be run economically in the trades which their owner had available for them.

On December 3rd, 1912, PIONEER and CADILLAC were both sold. CADILLAC was acquired by Capt. J. W. Norcross, who placed her under the operation of the Canadian Interlake Line Limited. PIONEER also became part of the Canadian Interlake Line fleet, but her actual purchaser was Roy M. Wolvin, who was a "partner" of Capt. Norcross in a number of shipping enterprises. It is not known whether either steamer operated for the new owners in 1912, but they both were placed in service early in 1913. Early that same spring, the company was reorganized as the Canada Interlake Line Ltd.

CADILLAC retained her old name, and passed to the ownership of Canada Steamship Lines Ltd. when that immense fleet was formed during June of 1913. She was renamed (b) MAPLEHURST in 1919, but stranded to a total loss on Lake Superior in 1922.

PIONEER, however, had been placed on the Canadian register under Official Number C.133741, enrolled at Toronto, and on April 26, 1913, she was formally renamed (b) NATIRONCO. The Dominion List of Shipping showed her measurements to be 225.0 x 35.0 x 13.7, 1079 Gross and 542 Net. On August 23, 1913 (apparently somewhat belatedly), her ownership was officially transferred from Canada Interlake Line to the Canadian Bond Company Ltd., Toronto. Two days later, on August 25th, she was formally transferred to the ownership of the National Steamship Company Ltd., Toronto, which was a subsidiary of the National Iron Company Ltd. Despite the dates of transfer, however, it seems evident from the earlier renaming that she had, in fact, been operating for National Iron since the early part of the 1913 season.

The National Iron Company Ltd., Toronto, had been formed a few years earlier by a group of financiers headed by the young "whiz-kid" of the contemporary Toronto business scene, Cawthra Mulock. The younger son of the Hon. Sir