

years passed, others came to be associated with it, including D. B. Hanna, Z. A. Lash, Hugh Sutherland, F. H. Phippen, Frederick Nicholls, E. R. Wood, Sir Henry Pellatt, Noel Marshall, and the Hamilton entrepreneurs R. O. and A. B. MacKay, who were its operating managers. Many sources have indicated that Canadian Lake and Ocean actually owned SCOTTISH HERO, but the official records prove otherwise. It would seem that Canadian Lake and Ocean simply took over the operation of the HERO and the other four lake-operating turrets when Jacks and Co. withdrew from the scene.

The July 1906 issue of "The Railway and Marine World" reported: "The Canadian Lake and Ocean Navigation Co.'s str. SCOTTISH HERO was expected to reach Lake Ontario by the end of June, from the Gulf of St. Lawrence, where she had been engaged in the coal trade. She was cut in two for the trip from Quebec, as she was too large for taking through the canals. On being put together on Lake Erie, the SCOTTISH HERO will engage in the grain and bulk freight trade on the upper lakes."

The Kingston "Daily British Whig" of Thursday, June 21, 1906, reported: "The SCOTTISH HERO is Travelling Up The Lakes in Halves. The propellor, SCOTTISH HERO, presented a remarkable marine picture as she rounded Point Frederick last evening, about half-past six, in tow of the M.T.Co.'s (Montreal Transportation Company) tugs THOMPSON (actually DAVID P. THOMSON) and BRONSON (H. F. BRONSON [i]). The huge freighter was in two sections, and high out of the water. The halves were lashed side by side, and each powerful little tug had its tow line attached to one of the sections. The forward half of the propellor came along, head on, while the after half was pulled stern first, and the huge propeller blades, half out of the water, slowly revolved to aid its progress. The SCOTTISH HERO belongs to the Canadian Lake and Ocean Steamboat (sic) Company, and for some seasons past has been engaged in trading along the Atlantic coast. Her owners have brought the vessel up through the canals, and she will, in future, ply on the Great Lakes, after being put together again at Cleveland (sic). Capt. J. B. Foote, general manager of the company, is on board the vessel, superintending its transfer. The SCOTTISH HERO was at the dry dock pier today."

The same paper on Friday, June 22, reported: "Towed by M.T.Co.'s tugs EMMERSON (actually EMERSON) and MARY P. HALL, the big freighter SCOTTISH HERO, travelling up the lake in halves, left port last night at 10:30 o'clock for Port Dalhousie." And on June 25, the "Whig" reported the return of the two tugs to Kingston, MARY P. HALL from Port Colborne on the 24th, and EMERSON from Oswego, returning with one lumber and two light barges.

"The People's Press" (Welland) on Tuesday, June 26, 1906, noted: "The steamer SCOTTISH HERO arrived here Saturday night, in two sections, each half being in charge of two tugs. The boat is somewhat similar to the turret boats that pass through here. The boat was towed to Buffalo by tugs from that port and will be put together there." We have been unable to identify the two tugs which assisted MARY P. HALL and EMERSON in the Welland Canal.

Despite the previously mentioned report that SCOTTISH HERO was to be rejoined at Cleveland, and another that says the work was done at Collingwood, there is little doubt that the rejoining was done at Buffalo. Such is confirmed by a report that appeared in the June 28, 1906, issue of "The Marine Review", and the "Buffalo Times" of June 22 said that the work would be done at Buffalo by the American Ship Building Company. The "Times" on June 25 reported that the HERO was towed to Buffalo from Port Colborne "yesterday" by the tugs ROBERT H. HEBARD and E. C. MAYTHAM, and that she would be put together at the Buffalo drydock. The "Buffalo Evening News" of the 25th confirmed the identity of the two Great Lakes Towing Company tugs that made the tow from Port Colborne, and noted that the rejoining would be done at the yard of the Buffalo Dry Dock Company which, by that time, was owned by American Ship Building.

The August 1906 issue of "The Railway and Marine World" reported that the rejoining of SCOTTISH HERO, in the drydock at Buffalo, was completed on July