

18th. It is possible that the HERO may then have sailed to Collingwood for a general refurbishing, which may have led to the erroneous report that she was rejoined there. We cannot, however, confirm that she actually did go to Collingwood.

SCOTTISH HERO appears to have operated successfully on the lakes after her arrival, and she seldom made the news. She carried mainly grain downbound to Goderich and the ports of Georgian Bay, and coal upbound from Lake Erie to the Lakehead. Her hull was painted black, her cabins white, her stack all black, and her masts buff with black tops.

A report in the May 1909 issue of "The Railway and Marine World" reported that Mackenzie, Mann & Co. Ltd., which by then held a controlling interest in the Canadian Lake and Ocean Navigation Co. Ltd. (as well as the Canadian Northern Railway and a number of other enterprises), recently had decided to take over the management of the company and moved its offices into the Canadian Northern Building at Toronto. There were a number of changes on the board of Canadian Lake and Ocean (the Plummers departed), but Capt. James B. Foote remained at the Marine Department. The report went on to state that the sistership steamers A. E. AMES, H. M. PELLATT and J. H. PLUMMER would not run that year in the Canadian Lake Line, a service which pooled the operation of ships owned by several fleets, but would run in another pool service, namely the Merchants Mutual Line. However, "the C.L. & O.N.Co.'s other four vessels, the SCOTTISH HERO, TURRET CAPE, TURRET CHIEF and TURRET COURT, will continue to run in the bulk ore, coal and grain carrying trade on the Great Lakes as heretofore".

There were very few changes made to SCOTTISH HERO during her time on the lakes. We do know that, sometime after 1910, her previously varnished pilot-house was painted white, and by 1913 she had been given a rectangular wooden upper pilothouse to provide decent shelter for the navigation officers when standing watch.

One of the men who commanded SCOTTISH HERO on the lakes was Capt. Richard D. Simpson, who had been born near Oakville, Ontario, on July 26, 1860. He was the son of Capt. George Simpson and a nephew of the famous shipbuilders Melancthon and John Simpson. His family moved to Owen Sound in 1881, and Richard served on a number of lake steamers, including MOCKING BIRD, NORTHERN QUEEN, MANITOULIN (i), ALGOMA and the tug HARRISON. He was second mate in ALGOMA when she was wrecked in 1885, but he was not involved in any responsibility for the tragic accident. He joined the Paterson fleet in 1926 and was master of ALTADOC (i) when she was wrecked on the Keweenaw Peninsula late in 1927. He was exonerated from any responsibility for that stranding, which occurred solely as a result of extreme weather conditions. He died on March 18, 1938.

Capt. Simpson commanded MAPLETON in 1911 and for two trips in 1912. He then went over to TURRET CAPE, which had been wrecked late in 1911, and he fitted her out at the Collingwood shipyard in June of 1912, making nine trips with her that year. Courtesy of his nephew, Don Nichol, of Owen Sound, we have Capt. Simpson's personal account book for the years 1911-1915, but the year 1913 is missing. Nevertheless, a 1913 photo of SCOTTISH HERO has been provided by Richard Simpson Ewans, of St. Paul, Minnesota, which would tend to indicate that Capt. Simpson had command of the HERO in 1913. That supposition is confirmed by the 1913 edition of Lynn's Directory, which showed that Capt. R. D. Simpson was appointed master of the HERO that year, and that her chief engineer was H. MacDonald.

The month of November 1913 brought with it the series of tremendous weather disturbances which together have become known as The Great Storm. Most of the many vessels that were wrecked in that catastrophe met their fate on the open lakes, as did TURRET CAPE, which was caught out on Lake Huron but survived, and TURRET CHIEF, which was thrown almost high and dry on the Keweenaw. SCOTTISH HERO, however, managed to get into trouble in the relatively