

hours with the ice, the boat was forced to return to the harbour and is now tied up at the south pier. The steamers SCOTTISH HERO and INLAND have also moved out to the south pier and will depart as soon as favourable wind moves the ice out... SCOTTISH HERO has been ordered to Ashtabula, where she will be cut in two and towed to the coast, to operate on a three-year charter..." The "Signal" of April 22nd noted that SCOTTISH HERO actually had been the first ship to make it out of Goderich, and that she cleared for Ashtabula on Friday, the 16th.

The cutting apart at Ashtabula (and not at Buffalo, as at least one source has reported) must have been accomplished quickly, as the Kingston "Daily British Whig" of May 3, 1915, noted that the tugs MARY P. HALL and EMERSON (remember them from the 1906 upbound tow?) were to clear (Kingston) for Port Dalhousie to bring down SCOTTISH HERO. (We have not been able to determine what tugs towed her from Ashtabula to Port Colborne, nor what tugs took her down the Welland Canal.) On May 6th, the "Whig" reported that the HALL and EMERSON had arrived at Kingston that morning with the HERO, that she had indeed been cut apart at Ashtabula, and that she would be rejoined at Montreal. (We believe, in fact, that the rejoining actually was done by the Davie shipyard at Levis.) Captain Simpson's account book indicates that he and his crew stayed with the HERO for the duration of the downbound tow, as he drew cash from the "C.L. & O. Nav. Co." (note that he did not use the Merchants Mutual name) at Goderich on April 15, at Port Dalhousie on May 3, and at Quebec City on May 14th. The HERO's own engines probably were used to assist during the tow, just as they were on the upbound tow, so a full crew was needed on the ship for the journey.

The rejoining apparently was accomplished successfully and SCOTTISH HERO entered the service of the Dominion Iron and Steel Co. Ltd. The March 1916 issue of "Canadian Railway and Marine World" noted that, as of August 4, 1915, SCOTTISH HERO had been amongst a number of former lakers operating in either "trans-Atlantic or European trade, or coasting south of the Gulf of St. Lawrence and in the West Indies". She was not included in the list of ships operating between Sydney and Montreal, but she still may have been taking coal out of Sydney as well as hauling finished steel products.

On December 2, 1915, her tonnage was officially changed to 2205 Gross and 1402 Net, these changes being only minor in nature. Then, on December 24, 1915, the steamer was sold to the Hero Steamship Co. Ltd., of Halifax. We have no confirmation of this, but it would seem very likely that the principals of the Hero Steamship Co. Ltd. were the Dominion Iron and Steel interests, and that they had decided to buy the ship rather than continuing to operate her under charter. It is interesting to note that it was only after this sale that SCOTTISH HERO finally was brought into Canadian registry; she was enrolled at Montreal (C.105718) on March 20, 1916.

SCOTTISH HERO laboured away on salt water for her new owner but, like so many of the Doxford turret steamers, she fell victim to the hostilities of World War One. She may have been torpedoed first but, on June 10, 1917, she was sunk by gunfire from the German submarine U 155 whilst on a voyage from Sydney to Le Havre, France, with a cargo of steel. The sinking took place 440 miles west by south half south from the Fastnet, at position 46° 59' N. by 18° 12' W., and one life was lost. SCOTTISH HERO's Canadian registry was closed on July 31, 1917.

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**Ed. Note:** We hope that our members have enjoyed reading this story of a turret steamer from long ago as much as we have enjoyed writing it. There is in this feature much information that never before has been published and now will serve to correct much erroneous information about the lake-operated turrets (and SCOTTISH HERO in particular) and their owners. We did the best we could in previous articles on the turrets, but the information base available to us has expanded considerably in the interim.