

Nevertheless, in 1878 ST. JEAN BAPTISTE was brought to Toronto by Capt. John Turner, who used her on the ferry route from Tinning's Wharf to Hanlan's Point, where a community already had sprung up. ST. JEAN BAPTISTE also ran excursion service in the Toronto area, and on July 15th, 1879, ST. JEAN BAPTISTE, along with the steamers FILGATE, MAXWELL and EMPRESS OF INDIA, was chartered to leave her wharf at 3:30 p.m., proceeding out to meet the big Niagara sidewheeler CHICORA. On board CHICORA was Ned Hanlan, arriving home as "Champion Sculler of Canada, the United States and England", after his most successful tour abroad. CHICORA steamed into the harbour amidst huge celebrations, as the citizens of Toronto crowded every available boat and wharf to pay homage to their home-grown champion.

On one particular excursion trip, however, ST. JEAN BAPTISTE suffered an embarrassing accident. Having run an excursion on Victoria Day, May 24th, 1880, to Victoria Park, in the city's eastern beaches, ST. JEAN BAPTISTE ran aground in the Eastern Gap whilst attempting to re-enter Toronto Bay. She could not be refloated immediately, and accordingly her 300 passengers were taken in small rowboats to the Island, and then ferried from there back to the city.

The "Mills List" (Canadian Coastal and Inland Steam Vessels 1809-1930) indicates that ST. JEAN BAPTISTE was rebuilt in 1881, with Gross tonnage of 165, and it may well have been at that time that the steamer was given Canadian official number 41614. (At the time ST. JEAN BAPTISTE was built, registry numbers had only been in use for British vessels for three years, and hence many Canadian ships of the period were not originally assigned such numbers.)

In any event, Captain Turner had ST. JEAN BAPTISTE taken to the Andrews Shipyard at Oakville in 1885, and there she underwent a complete reconstruction. So complete was it that the "Mills List" even shows that ST. JEAN BAPTISTE was "broken up 1885". In fact, the steamer emerged from the rebuild with a new official number, 90563, and she was enrolled at Toronto under the name SADIE, which honoured the wife of Captain Turner. Most registers show SADIE as being an entirely new vessel constructed in 1885, but the 1892 issue of the Inland Lloyd's Vessel Register carries the notation that she was "rebuilt from hull of ST. JEAN BAPTISTE", and this also is confirmed by material contained in John Ross Robertson's Landmarks of Toronto (Volume 2), published in 1896.

The 1892 Inland Lloyd's does not give dimensions for SADIE, but does show that she was of 126 "New Tons". She was rated Class A2½, and was then valued at \$6,300 for insurance purposes. We have no particulars of her machinery, from this source. Robertson, however, noted that SADIE was 112 feet long and 35 feet wide (over the main deck, presumably), and of 154 tons burthen. Her engine "by Doty, of Toronto, is of 50 horse power". Robertson also noted that SADIE had capacity for 377 passengers, while the double-ended CANADIAN could only carry 340.

SADIE was a good-looking steamer, with a pleasing sheer to her hull. She was mostly open on the main deck, except for an enclosed cabin located amidships. Closed wooden bulwarks of waist height ran around this deck. Large paddleboxes enclosed the ship's radial wheels and, in a rather unusual touch, the name SADIE was painted in huge letters right across the paddlebox itself, rather than down on the bulwark near deck level.

The promenade deck above was entirely open down the sides, with protection from sun and showers being provided by a narrow shade deck over the after section. There were wooden rails around the deck, and the lifeboats were carried on either side abaft the paddleboxes. A very small and boxy pilot-house, with only one large window in each side and in the front, was placed at the forward end of the hurricane deck. Quite close behind the pilothouse rose the tall and thin smokestack. SADIE did not have a mast, but she did have a very tall steering pole at the stem and an equally tall flagstaff aft.