

steamboat. There was a lifeboat set under radial davits on either side of the hurricane deck, and a fairly tall and quite heavy smokestack was set part-way down the deck and was raked to match the masts. Beside the stack was a steam 'scape pipe, topped with a "puffer" as was the style on non-condensing steamers.

The first commander of HIAWATHA was a Captain Warwick, who retired in October of 1875 and was replaced by Captain John Scott, of Wallaceburg. The "Sarnia Observer" of October 23, 1875, carried an advertisement by HIAWATHA's owner, W. B. Clark, stating that there would be a change of schedule for the steamer effective November 1st, 1875. HIAWATHA would leave Sarnia daily, except Sundays, at 3:00 p.m. for Wallaceburg and way ports. Returning, she would leave Wallaceburg every morning at 6:00 a.m., arriving at Sarnia at 11:00 a.m., "in time for the Grand Trunk Express going East at 11:30 a.m., for Toronto, Montreal and Buffalo". The advertisement further indicated that passengers for Detroit and Windsor would connect with the steamer CITY OF DRESDEN at Baby's Point, at the mouth of the River Snye, on Tuesday, Thursday and Saturday evenings. Freight and passengers for Dresden would connect with the CITY OF DRESDEN at Wallaceburg on Monday, Wednesday and Friday evenings.

The CITY OF DRESDEN (C.126197), mentioned in this advertisement, had been built by Capt. Henry Weston (the same one who built HIAWATHA) for the Jenkins Brothers, of Windsor, and was launched on April 20, 1872. She was 93.0 x 21.0 x 8.9, 194 Gross and 124 Net. She was rebuilt in 1888, and in the 1890s received a new engine and boilers by John Doty. She lasted until November 18, 1922, when she stranded to a total loss on the north shore of Lake Erie, east of Port Burwell.

Capt. John Scott was still in command of HIAWATHA in 1878, and Walter Hunter, of Wallaceburg, was engineer. The steamer's schedule for 1879 was similar to the one operated in 1875, except that the return trip from Sarnia left later, at 4:30 p.m., on the arrival of the express train from Toronto.

By this time, W. B. Clark was operating two steamers on the run. HIAWATHA's running mate was the J. C. CLARK (C.51669), which had been built in 1865 at Algonac, Michigan, by T. D. Dole, of Newport, Michigan, as (a) T. D. DOLE (U.S.24221). She originally was 96.0 x 21.0 x 7.0, 175 Gross. According to an 1869 register, she was then owned by Christie, and was registered at Erie, Pennsylvania, as a tug. The "Port Huron Times" of July 20, 1871, announced that "the fast sailing T. D. DOLE has been purchased by Captain Henry Burry of Sombra, and is being thoroughly overhauled at Clark's Shipyard, Detroit. She is being renamed J. C. CLARK and will receive new cabins for passengers and be ready for the Sarnia - Wallaceburg run on August 15." The actual owners of her 64 shares when she was running for Clark were: W. B. Clark, 44 shares; John and Charles Mackenzie, 11 shares; Michael Fleming, 5 shares, and Hon. T. B. Pardee, 4 shares.

In 1879, W. B. Clark was advertising cheap excursions on Tuesdays, Thursdays and Saturdays from Sarnia to Courtwright. The fare was 25 cents, and on the 20-mile two-way trip, children were carried for half fare. Passengers were carried downriver on the J. C. CLARK, and returned upriver to Sarnia aboard HIAWATHA. It should be noted that all newspaper reports of the time spelled the name of the downriver town as "Courtwright", instead of the shorter spelling - Courtright - used in more recent times.

A "Sarnia Observer" advertisement which ran in June of 1880 announced that HIAWATHA had been chartered to carry an excursion from Sarnia to Detroit on Dominion Day (July 1st). The trip had been arranged by the Episcopal Church of Point Edward, and a return fare of 50 cents was asked.

In August of that same year, the "Observer" announced a charter trip on HIAWATHA from Wallaceburg to Goderich to celebrate the 80th anniversary of Fr. Watters by his old parishioners in Lambton. The steamer left Wallaceburg at