

suitable for the ferry service, although we cannot be absolutely certain of the timing of these changes.

In any event, the cabin forward on the main deck was raised slightly to provide more head room, probably for the accommodation of carriages there (and, later on, automobiles), and a wide and high gangway was placed in each side just abaft the turn of the bow. The forward section of the promenade deck was raised a couple of steps to accommodate this change, and a new open pipe and wire mesh rail was fitted atop the old closed bulwark. In order to provide more space for ferry passengers, the cabins on the upper deck were removed completely, except for a small casing around the smokestack. A new pilothouse was fitted at the forward end of the hurricane or boat deck, and this new pilothouse was to be the steamer's "trademark" for many years, as it was extremely distinctive. High and with a very broad overhang of the roof on all sides, it was squarish, with three big curved-topped windows front and back, and two windows and a door in each side.

In January of 1892, HIAWATHA was at the dock of the Phoenix Iron Works in Port Huron for major repairs. Then, on Monday, May 1st, 1893, she arrived at the Wolverine Dry Dock in Port Huron for the installation of a new firebox boiler, 6'6" x 12'0", which had been built for her by the Inglis & Son Company, of Toronto, and was shipped to Port Huron for fitting aboard the ferry. It was probably at this time that HIAWATHA was given a new smokestack. It was taller and rather thinner than the old funnel, and had a prominent cowl around its top. The steam exhaust puffer, formerly located down near the deck at the base of the old stack, was relocated atop a pipe near the top of the backside of the new smokestack. The stack was painted white with a black top, and the steam 'scape pipe was white, with the puffer black.

Although she was kept very busy on the cross-river ferry service, HIAWATHA continued to operate charters and other special excursion trips. As an example, she took an excursion from Wallaceburg to Port Huron for the First Baptist Church Sunday School on Friday, August 15, 1902. On Wednesday, July 22nd, 1903, HIAWATHA made a special trip from Wallaceburg to Stag Island in the St. Clair River off Corunna, leaving Wallaceburg at 8:00 a.m. and again at 11:00 a.m., and departing Stag Island on the return trip at 4:30 p.m. She is known to have made several other charter trips out of Wallaceburg during the 1903 season.

The "Sarnia Observer" on Thursday, 20th September, 1906, reported that HIAWATHA had encountered trouble on a moonlight charter from the Chippewas of Sarnia Indian Reservation. In fact, this was a rather spectacular incident, which began when HIAWATHA, under the command of Captain Thomas, accidentally ran onto some submerged pilings on the U.S. side of the river opposite Stag Island. She began to take on water, and her crew headed her for the shore. She finally grounded by the bow, about 75 feet from shore, with her stern down in about 25 feet of water, and with a marked list to starboard. Her lifeboats were lowered, and all on board were landed safely ashore. The passengers were picked up by the ferry JAMES BEARD and were taken up to Port Huron, and then over to Sarnia by train. HIAWATHA was rescued from her embarrassing predicament, being soon raised, repaired and returned to her usual ferry service.

HIAWATHA operated on the Sarnia - Port Huron ferry run under the ownership of the Sarnia Tug and Transit Company, but she was operated by Henry McMorran, of Port Huron, until the early 1920s. Her old running mate, the J. C. CLARK, also ran on the ferry service as well as on another run downriver. After several years of lay-up at Marine City, Michigan, she was towed up to Sarnia on April 13, 1899, for rehabilitation for the Sarnia - Port Huron service. By 1902, the "Port Huron Times" reported that the CLARK's hull was in very poor condition, and that she had been stripped out at Port Huron. She finally burned to a total loss in the Black River at Port Huron during 1905.