

a change in the ferry service was required. Accordingly, the Ministry of Lands and Forests took over direct operation of JACQUELINE in April of 1935, at which time ferry tolls were completely abolished and the crossing became free to all. A new Goat Island route for the ferry finally became a reality when it opened on Saturday, December 18th, 1937, and the shorter route pleased everyone concerned.

Despite her drydocking for repairs in the autumn of 1932, HIAWATHA did not fit out in the spring of 1933. Pending the arrival of the new JACQUELINE from her Midland builders, service on the old crossing was provided by a scow and a motor boat. HIAWATHA remained moored at a wharf at nearby Red Mill Point (sometimes described as Red Mill Island), and seems to have seen no further service of any kind. She remained on the Dominion Register until 1940, still with Trotter shown as owner. The final disposition of HIAWATHA was not recorded, but she probably was allowed to rot away after anything salvageable had been removed for her, as was the fate of so many wooden lake vessels. An article which appeared in the "Wallaceburg News" on "Thursdays", July 10, 1941, stated that "a few years ago she was beached on Red Mill Island and there she sits today, the engine still in her and the after end under water".

JACQUELINE may have been rather slow in making the crossing, with a "top" speed of 9 m.p.h. and a normal service speed of 5 to 6 m.p.h., but with an unobstructed deck and ramps at both ends, autos could be driven straight on and off. Travellers appreciated the fact that they no longer had to make the tight turns around the inside of the main deck cabin on HIAWATHA, an operation which had led to many scraped fenders.

JACQUELINE herself remained in service only until 1945, when the existing Canadian Pacific Railway swing-bridge at Little Current was converted for vehicular traffic after the railway's line on Manitoulin Island was abandoned. By 1946, JACQUELINE was owned by the North Shore Timber Supply Company Ltd., of Little Current. She met her end in the late 1940s, when she was beached in sinking condition on the north side of Clapperton Island. Overloading of the boat was said to be the cause of her loss, and the wreck of JACQUELINE was not salvaged. Her bones may remain there to this day, although nothing is visible above water.

It is rather a shame that HIAWATHA's last years were not as happy as her many years of service on the Sydenham and St. Clair Rivers and vicinity. She may not have been popular with residents of Little Current and motorists after she moved northward in 1930, but she long had been a favourite with excursionists making trips out of Dresden, Wallaceburg and Sarnia, and she was much appreciated by all those who crossed in her regularly when she ran the ferry service between Sarnia and Port Huron. A great credit to her builder, she operated for almost sixty years, which was quite an accomplishment for a wooden-hulled steamer.

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If any readers should have more specific information concerning the final disposition of HIAWATHA, or any photographs taken of her whilst operating at Little Current, we would be pleased to hear from them. Likewise, any detail on her rebuilding for the Sarnia ferry service would be appreciated in an effort to confirm our understanding of when the work was done.

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