

of Canada Steamship Lines became the operator.

Early in 1915, a new wooden wharf was constructed at Point Edward for Northern Navigation Company and Grand Trunk Railway trade. The G.T.R. did the work, and the new wharf, 800 feet long, was ready for the start of the new season. It also was during the 1915 navigation season that HAMONIC, HURONIC and NORONIC went below Sarnia and began calling at both Windsor (Walkerville) and Detroit for passengers for the head of the lakes. This was done on a trial basis, with no early decision being made as to whether the change would become permanent, although the change did prove very successful and would continue as long as the line operated. The N.N.Co. did deny reports that appeared in the public press to the effect that the company would be moving its head office from Sarnia, presumably to Windsor. No such move ever occurred.

The 1919 N.N.Co. schedule did not show a Walkerville call, but indicated that during the summer season, the ships departed Detroit upbound at 9:00 a.m. - HURONIC on Monday, HAMONIC on Wednesday and NORONIC on Saturday. HAMONIC departed Sarnia at 5:10 p.m. the same day, the Soo at noon Thursday, and arrived at Port Arthur at 7:00 a.m. Friday. She departed at 8:00 p.m. Friday and arrived at Duluth at 9:30 a.m., Saturday. Returning, she left Duluth at 5:00 p.m. Saturday and arrived at Fort William at 6:30 a.m. Sunday. She then shifted to Port Arthur, departing there at 12:30 p.m. Sunday. She made a brief stop at the Soo and sailed at 9:00 a.m. Monday, arriving at Sarnia at 6:00 a.m. Tuesday. A White Star Line steamer would depart at 7:00 a.m. to take onward-bound passengers to Port Huron and Detroit. After Labour Day, HAMONIC sailed westbound from Sarnia at 7:30 p.m. Wednesday, and HURONIC at the same hour on Saturday.

By 1921, the schedule had changed to a configuration that would last for many years. Upbound steamers cleared Walkerville at 9:00 p.m. - HAMONIC on Monday, HURONIC on Wednesday and NORONIC on Friday. HAMONIC left Detroit at 10:30 p.m. Monday and arrived at Sarnia (Point Edward) at 5:30 a.m. Tuesday and departed at 4:00 p.m. the same day. She left the Soo at 11:30 a.m. Wednesday and arrived at Port Arthur at 6:30 a.m. Thursday. Sailing twelve hours later, she arrived at Duluth at 9:00 a.m., Eastern Time, Friday. Sailing again at 5:30 p.m. (E.T.) Friday, she reversed her steps (with a Fort William call) and arrived at Detroit at 5:15 p.m. Monday. Early and late season scheduling had HAMONIC sailing westbound from Sarnia on Tuesdays and HURONIC on Saturdays.

Upbound, the ships had an eight-hour layover at Point Edward, and so the N.N.Co. acquired picnic privileges at local Canatara Park, to which the passengers were taken by electric car (and latterly by bus) for a picnic lunch served by the ship's waiters. At Port Arthur, passengers were taken on a shore excursion to Chippewa Park. At Duluth, there was a motor tour of "The Boulevard" and, for a number of years, luncheon at the Spalding Hotel.

Both Capt. Campbell and Chief Smith were appointed to HAMONIC again for the 1916, 1917 and 1918 seasons. It was in the July 1916 issue of "Canadian Railway and Marine World" that it was announced that "The Company (Canada Steamship Lines) is installing moving picture apparatus on its tourist vessels, for the amusement and instruction of passengers, and certain of the vessels will also be supplied with latest news of the war, etc., by wireless telegraphy. The pictures will chiefly be of scenes with which the company's steamships come in touch, and they will be shown on the upper deck in evenings." The first C.S.L. steamers to be so fitted were the Lake Ontario nightboats TORONTO and KINGSTON. On HAMONIC, the movies were shown in the observation lounge on the shade deck. This practice would continue for many years (and even the C.P.R.'s ASSINIBOIA and KEEWATIN would show company travelogues as part of the evening entertainment right up until they were retired from passenger service at the close of the 1965 season).

The 1917 season saw HAMONIC involved in a relatively minor accident, al-