

pounds and was cast perfect on the second trial." The newspaper reported that UNCLE SAM sailed from Detroit on her first trip to Buffalo on April 2nd, 1833.

An accident with this engine occurred in 1833. The "Cleveland Weekly Herald" of June 15th stated: "It is with no ordinary feelings of regret that we record a circumstance of the most melancholy nature which occurred on Saturday morning the 8th inst. The steam boat UNCLE SAM, Capt. Stiles, left this port the evening previous for Buffalo; and when she had reached Cunningham's Creek, her shaft broke. Capt. Stiles, together with three of his men, attempted to go ashore, for the purpose, as we have been informed, of speaking for a new one. The sea was high, and when he had reached within 20 rods of the shore, the boat filled -- two of the men swam ashore, the third (whose name we have not learned) and Capt. Stiles were drowned. The steam boat WILLIAM PEACOCK, which arrived at this port on Sunday, brought the remains of the Captain to this port for interment..."

According to "The Lytle List" (officially Merchant Steam Vessels of the United States 1807-1868, published 1952 by The Steamship Historical Society of America), UNCLE SAM was converted into a "bark" in 1844. Other sources refer to her as having been rebuilt as a brigantine. Nevertheless, the engine may have been removed sometime prior to 1844, as it apparently was in the LEXINGTON when she came out in 1838. ("The Lytle List" shows her built that year at Black River, Ohio.) The "Detroit Advertiser" of August 23, 1862, described the history of this engine: "Str. KALLOOLAH - her engine was formerly on board the steamer LEXINGTON, which came out in 1838 and prior to that date was used in the UNCLE SAM for some four years or thereabouts." LEXINGTON was wrecked in Lake Michigan on June 15, 1850. The engine was salvaged and two years later it went into the KALLOOLAH.

KALLOOLAH ran on Lake Erie during her first season, sailing from Buffalo at 8:00 p.m. on Tuesdays and Fridays, and calling at ports on both sides of the lake. On the north shore, Port Rowan and Port Burwell were regular stops. At Port Stanley, a connection was made with the Seger & Kiely line of coaches that carried passengers and baggage to and from London.

The 1852 season was not a lucky one for the new ship, as reported by the "Buffalo Morning Express" casualty list for that year. Near Buffalo on June 9th, she collided with the brigantine RAMSEY CROOKS, causing \$1,200 total damages. On October 18th, at the mouth of Buffalo Creek, she collided with the schooner ANDROMEDA, causing some \$700 in damage.

On April 22, 1853, the "Detroit Free Press" carried this item: "The little steamer KALLOOLAH, we learn from the 'Buffalo Express', has been put in most complete order this spring; has had an upper cabin put on nearly her entire length, and she is fitted and furnished in very neat and tasty (sic) manner. She is to run between Buffalo and Port Stanley, under the command of Capt. W. J. Tuttle formerly of the propellor DELAWARE, and a more competent seaman, probably, cannot be found in service on the lakes. She left Monday evening (April 18) on her first trip."

However, this service on Lake Erie was to end abruptly as a group of Toronto businessmen bought her for \$20,000. Two days before the Detroit paper carried the article mentioned above, a Toronto newspaper stated that she was to leave Lake Erie and run from Sturgeon Bay, Ontario, to Sault Ste. Marie.

The residents of Owen Sound were excited to learn that a new steamer was coming to Georgian Bay. The "Owen Sound Comet" followed the passage of KALLOOLAH from Lake Erie to the Bay and on April 29, 1853, carried the following story. "This steamboat is advertised to leave Dunville (sic) on the 2nd May for Sault Ste. Marie, and Sturgeon Bay, in order to commence the usual trips on the old Northern route -we may expect to see her in our Bay by the 10th of May." The May 13th edition reported: "The steamer KALLOOLAH left Southampton last Tuesday evening (May 10), and will probably reach our harbour by tomorrow morning". This was one of the fifteen ports at which she