

sengers were landed in the yawl boat on a sandy beach. After a short stay, the ship departed for the next port of call, an un-named group of log cabins in a clearing. Then she sailed on to Sydenham, at the head of Owen Sound, where there was the benefit of a landing pier, and many of the town's residents came to see the steamer upon her arrival. That evening, she ran the length of Georgian Bay to reach the next stop at Manitowaning. After a very short visit there, KALOO LAH proceeded on to the Indian village of Little Current, where the residents had provided a stockpile of cordwood (for fuel) for the steamer. There was no dock here and the ship pulled up to the bank and tied to tree stumps. Once the "wooding-up" was completed, she was shoved off the shore with long poles.

After the steamer departed Little Current, the weather deteriorated to the extent that once again they were forced to seek shelter. KALOO LAH ran into Gore Harbour, where she was tied up to trees for the night.

We return to Kingston's commentary: "We were to have left our anchorage at early dawn; but, as the owner ingenuously informed me, the master and the engineer, and even Luis the steward, overslept themselves, and thus it had been some time broad daylight before anyone was up to light the fires - an account somewhat pleasantly suggestive that it was not the custom of the ship to keep a watch on board. Truly, according to nautical notions, this inland navigation is queer work.

"When we got outside, we found it raining in torrents, and blowing almost as hard as ever from the north-east. On went the uncouth monster, rolling and scrambling, and shaking her life out with her engines jumping; her whole frame quivering, and her bulkheads and windows creaking and rattling, offering a very strong contrast to the fair and beautiful African princess from whom she takes her name. Every now and then, a window would blow in, and Luis would hasten to mend it, as the rain found its way through the upper deck; or a door would burst open, and it was so cold withal that we were fain to sit, as we did yesterday, round the stove, with our faces roasting and our backs icing."

KALOO LAH arrived safely at Bruce Mines where oxen and provisions were landed. During the short visit, Kingston ran up to the mine where copper ore was being excavated from an open pit. Leaving there, the ship carried on up the St. Mary's River to the Soo, where Kingston made these observations: "On the American side a large steamer lay near the quay; and as we looked up the watery hill, we could see another above the rapids letting off her steam, having just come in from the mining regions of Lake Superior. Passing close to the American shore and the entrance of the new canal, then lately commenced, we shot close to the rapids across to the British side, and brought up at a wooden pier near the Hudson's Bay Company's post."

At this point, in late September of 1854, Kingston and his wife disembarked from KALOO LAH. From this remarkable (although perhaps somewhat exaggerated) description of conditions aboard the steamer, it is a wonder that she survived her service on the stormy waters of Georgian Bay. Further comment on the condition of KALOO LAH comes from the late Captain Peter C. Telfer in a presentation he made to the Owen Sound and Grey County Historical Society on March 21st, 1921: "KALOO LAH was a nice sidewheeler but pretty cranky, requiring constant (use of) trim barrels, and these barrels being filled with sand were a tough job for the watchman to handle" (move from side to side on the main deck as "ballast" -Ed.).

In 1932, Capt. James McCannel (otherwise spelled "McCannell") wrote an article entitled "Shipping Out of Collingwood" that appeared in the Ontario Historical Society's periodical "Ontario History". Quoting from that source, we have: "January 1st, 1855, saw the entrance of the first passenger train into Collingwood... That winter J. C. Morrison, president of the railroad, accompanied by Mr. Brunell, visited several Lake Erie ports to try to charter suitable steamers to run in connection with the railroad to Chicago and Green Bay. They chartered the fine palatial paddle steamers LADY ELGIN,