

QUEEN CITY, NIAGARA, KEYSTONE STATE and LOUISIANA, the last to run to Green Bay, the other four to run a tri-weekly service to Chicago."

This was the opening of the Ontario, Simcoe and Huron Railway. MAZEPPA (I), (a) FARMER, had been brought up from Toronto to Collingwood under charter to aid in the harbour construction work in 1854. She was kept on to run along the south shore to Owen Sound. Another sidewheeler, OXFORD, was placed in competition with her on this route. The routes on Georgian Bay being taken up by other steamers, KALOO LAH was placed on a run from Collingwood to Green Bay. On April 24th, 1855, the "Buffalo Daily Courier" reported: "Green Bay and Collingwood.- The 'Detroit Tribune' says the steamer KALOO LAH is to run on the route between Green Bay and Collingwood, Canada, the present season. Collingwood is the terminus of the Ontario, Simcoe and Lake (sic) Huron Railroad. The run is to be made in 48 hours."

KALOO LAH suffered engine problems again in June of 1855. It was reported that the shaft broke when she was at the foot of Lake Michigan. She was towed from there to the Straits of Mackinac, and the damage was estimated to be approximately \$2,500.

In the spring of 1856, KALOO LAH was sold to new owners. The "Buffalo Daily Courier" of April 19th reported: "The steamer KALOO LAH has been sold by Mr. (Charles) Thompson to a company in Owen Sound, from which place to Collingwood she is to make a daily trip, in addition to going once a week, on Sundays, we believe, to Penetanguishene."

By mid-summer of that year, the steamer had been renamed (b) COLLINGWOOD, and she was included in the list of Canadian ships published in the "Toronto Globe" in its August 4, 1856, edition. COLLINGWOOD was reported to be owned by the Lake Huron Transit Company. The next year, this same paper listed the ship again, with Gibbard and Co. shown as the owners.

We return to Capt. McCannel's article: "With the railroad running to Collingwood, the Sturgeon Bay (Penetanguishene) route was abandoned, and the steamer KALOO LAH, that ran from that port in 1853-1854, was brought to Collingwood to run to the Soo and intermediate ports. Her name was changed to COLLINGWOOD and she was sailed by Capt. McGregor. July 24th, 1857, she was chartered to carry the Red River Expedition from Collingwood to Fort William. The expedition was under Professor Yule (sic) Hind, and was composed of 44 men, a number being Iroquois Indian voyageurs engaged to handle the canoes. The steamer passed through the Soo Canal July 27th and cast anchor off Fort William July 31st, having been delayed by grounding near Michipicoten Island. From the Soo Canal records we find that the COLLINGWOOD was the first registered Canadian steamer to pass through the canal to go up Lake Superior." (The Soo canal first opened to vessel traffic in 1856 -Ed.)

Referring to The Canadian Red River Exploring Expedition of 1857 by Henry Youle Hind, published in 1860 at London, we have a description of the voyage on Lake Superior: "We passed through the magnificent locks of the Sault Ste. Marie Canal at 3 P.M. on the 27th, and when entering Lake Superior were met by an imposing and threatening spectacle, which instantly arrested and fixed the attention of all. A huge cloud, dense and black at its base, seemed to lie with one extremity resting on the Gros Cap de Superior, the other on Point Iroquois, the distance between those elevators being about six miles... Its form changed rapidly, and a white line of crested waves beneath it gave warning of an approaching squall, which soon came down with great force, and compelled us to seek shelter in Whisky Bay.

"As soon as the morning dawned, preparations were made for steaming out of our harbour of refuge. Fogs, so common in Lake Superior, began to appear about 9 A.M., and continued throughout the day...

"In consequence of the variation of the compass being reported to be much affected by local attractions in this part of Lake Superior, two of our Indians were placed in the bow to look out for land at the approach of night, and in addition to the usual watch, the captain, mate, and some of the pas-