

sengers were walking the deck until past 11 o'clock. An evident feeling of anxiety was common to both passengers and crew; several of the former went to their berths without taking off their clothes. The night was extremely foggy; it was impossible to see more than a few yards beyond the bow of the vessel. The lead was cast several times, with no bottom at 288 feet. At a quarter to 12 P.M. no soundings were obtained at twenty fathoms; a few minutes afterwards the lead showed forty-five feet of water; the signal was given to stop her, and then to 'back water', but it was too late, a harsh grating noise, a sudden uplifting of the bow of the steamer, and a very decided shock quivering through the vessel, told that she had struck.

"The alarm and anxiety inseparable from such an incident followed, and it was several minutes before a rapid inspection by torch light of the ledge of rock on which we had struck showed that there was no immediate danger to be apprehended. Anchors, chains, and fuel were moved aft, but all efforts to get the vessel off were without the least effect. Her bow was five feet out of the water, her stern in thirty-six feet of water; the ledge on which she struck dipped gradually to the south-east, while on the other hand, and not removed from the vessel more than fifteen to twenty feet, were huge masses of rock a few feet below the surface of the water.

"When morning dawned, and the mists had partially cleared away, the steamer was found to be firmly lodged upon a low rocky island of about two acres in area, lying a mile south of Michipicoten Island, and about two miles from Michipicoten Harbour. A boat was despatched to Michipicoten Island to procure timber for derricks, with which it was hoped that her bows might be raised from the ledge and the vessel slipped off into deep water, a result which was fortunately attained during the afternoon by the aid of derricks, steam, and a continued rolling from side to side by the united efforts of the passengers running with measured step from one side of the vessel to the other.

"It was soon ascertained that the sheeting was quite sound, and neither hull or machinery had sustained any material injury from the shock of the preceding night, and the efforts to move the vessel. Nevertheless, the captain thought it would be judicious to go into Michipicoten Harbour and examine her more narrowly, as well as to shift the cargo and coal into their proper places. We reached the entrance of Michipicoten Harbour in safety, but had scarcely advanced more than a few hundred yards when we again grounded on a shoal, and remained firmly fixed in a new position."

The crew again succeeded in refloating COLLINGWOOD and she departed Michipicoten Harbour at 4:00 p.m. on July 30, 1857. She passed Thunder Cape at 2:00 p.m. the next day, and anchored off Fort William about 4:30 p.m. Early the next day, the expedition floated all of their equipment and baggage ashore.

The following year, the steamer was given back her original name KALoolaH, and returned to Lake Erie routes after being refurbished at Detroit. The "Buffalo Daily Courier" reported on September 22, 1858: "The steamer KALoolaH, Capt. McGregor, has been placed upon the Cleveland and Buffalo line in the place of the FOREST QUEEN, which latter boat goes on the line from Detroit to Mackinaw. The KALoolaH is spoken of as a fine boat, and will doubtless well fill the place of the FOREST QUEEN. She leaves tonight at 5 o'clock. - 'Cleveland Leader'."

On June 11, 1859, the same newspaper reported: "We learn that the steamer KALoolaH, running between this port and Port Stanley, on entering the latter harbor on Wednesday (June 8), ran on to the pier and received considerable injury. It is said she was damaged at least \$2,000 and will be laid up for some time for repairs. Her owners are endeavoring to charter another steamer or propellor to take her place in the mean time, so as to keep up the line."

From a report that appeared in the July 28, 1859, edition of the "Buffalo Daily Republic", we have our first evidence that KALoolaH had arrived for service on the east shore of Lake Huron. A reporter from Saginaw, Michigan,