

ton that evening.

Her owners were extremely anxious to have BANSHEE operational for Kingston's Exhibition Week, and consequently they arranged to have brought up from Montreal a paddleshaft which had been intended for their new steamer GRECIAN, which was under construction there. The new shaft was quickly fitted in BANSHEE, her other damage repaired, and she was back in service on September 20th.

Just a few days later, on September 23, 1863, BANSHEE was forced to lay over at Toronto due to heavy weather. Again, in November, she was forced to take shelter, this time at South Bay. It is interesting to note that Capt. John Trowell, who had sailed in the propellor BANSHEE (I) in 1855, was mate on BANSHEE (II) in 1863. [19]

At daybreak on Saturday, August 6th, 1864, BANSHEE collided with the steamer EMPRESS, (a) NEW ERA, in thick fog, ten miles west of "The Ducks", off Point Traverse in Lake Ontario. Bound for Kingston, BANSHEE sustained damage to her stem, but she was able to continue her voyage. EMPRESS, bound from Kingston to Rochester at the time, was struck abaft the paddlebox on the port side, a fifteen-foot hole being punched into her superstructure, but she also was able to proceed to Kingston for repairs.

The "Buffalo Daily Courier" of April 4, 1865, carried the announcement that the steamer BANSHEE had been sold to U.S. interests, her destination said to be New York, and there is some indication that the potential purchasers may have been Warren, Johnson & Co., importing stationers, wholesale paper dealers, book manufacturers and printers, of Buffalo. This sale, however, does not appear to have materialized. BANSHEE remained idle that spring, her name not appearing on the charter list of the Canadian Navigation Company. She did not fit out until June 27, 1865, when she was chartered (presumably by Bowen, who still had owned her in 1864) to Aeneas Mackay, of Hamilton, for service between Toronto and Hamilton under the command of Capt. T. Harbottle.

BANSHEE was back under charter to the Canadian Navigation Company in 1866. An advertisement by Alex. Milloy, agent, dated May 1st, 1866, indicated that the company's "Royal Mail Through Line" from Montreal served Beauharnois, Cornwall, Prescott, Brockville, Gananoque, Kingston, Cobourg, Port Hope, Darlington, Toronto and Hamilton "direct without transshipment". "This magnificent line" was composed of the first class steamships GRECIAN, Capt. Hamilton; SPARTAN, Capt. Howard; PASSPORT, Capt. Kelley; MAGNET, Capt. Fairgrieve; KINGSTON, Capt. Dunlop; CHAMPION, Capt. Sinclair, all of which were listed as "new" iron vessels, and the "rebuilt" steamer BANSHEE, for which no master was shown. [20] We have no details concerning the alleged rebuilding of BANSHEE.

The Canadian Navigation Company actually purchased BANSHEE outright in 1867. The "Kingston Daily News" of March 25th, 1868, stated: "The Canadian Navigation Company (Royal Mail) will have in operation the SPARTAN, GRECIAN, CORINTHIAN, MAGNET, KINGSTON and PASSPORT. The CHAMPION and BANSHEE are held in reserve." [21]

The Canadian Lake Underwriters' Association list of 1869 records BANSHEE as owned by "The Inland Navigation Company" (sic) of Montreal, and gave her value as \$17,000 with the ship classed B1, with the remark "Not Fit for Heavy Weather". The Lake Vessels and Barges list of 1871 shows BANSHEE but gives no owner for her. The C.L.U.A. list of 1873 gives the same detail for BANSHEE as in 1869, but her value had been dropped to \$14,000 and her classification to B2, with the remark that she had been surveyed in 1871.

It would appear that BANSHEE continued to operate in her usual service (when needed) until 1874, but age was catching up with her. Her registry records indicate that she was sold, after many intervening changes, to the Canadian Navigation Company on January 13, 1874, but we are not convinced that this was not simply a late recording of the 1867 sale. In any event, she was sold