to board. The master of the steamer PRINCE ARTHUR, heading east to his usual stop at the Yonge Street wharf, was suddenly seized with the idea that he could make a quick profit by taking on some of the waiting passengers. The PRINCE ARTHUR made a dash for the York Street wharf, and proceeded to crash against the bow of the MAXWELL. Pandemonium broke out aboard the latter ship, with dozens of panic-stricken men leaping from the steamer's bow to the dock, leaving behind their wives and children who were wailing in fear. When jangled nerves finally were calmed and order restored, everyone realized that there were no injuries and that F. B. MAXWELL was not damaged. The PRINCE ARTHUR continued on her daily run with an ugly cut in her bow, and with an extremely embarrassed captain on her bridge.

KINCARDINE, however, was not the kind of vessel to which the residents of Toronto were accustomed to seeing in the excursion trade. Her appearance must not have impressed the travelling public, for she had departed from the area before the Exhibition was finished.

On January 29, 1880, James Allen sold KINCARDINE to Alex Trerice, of Dresden, Ontario. Trerice then sold 24 of his shares to James Oak, an Exeter hotel keeper, on March 1, 1880. During the 1880 season, Trerice ran KINCARDINE on a route from Buffalo to Goderich, calling at way ports. In September of that year, she carried a grain cargo from Goderich to Quebec City.

The next in a lengthy series of ownership transfers for KINCARDINE came on January 31, 1881, when Alex Trerice sold his 40 shares to Martha R. Jones, of Detroit. A court order against James Oak forced him to sell his 24-share interest in the steamer to Charles Livingston, a Dresden banker. This transfer took place on March 7th, 1881, and two weeks later, Livingston sold the 24 shares to Mrs. Jones.

During the shipping season of 1882, KINCARDINE encountered her share of problems. She departed Windsor on June 22, and managed to run aground at Windmill Point whilst en route to Chatham. A partial loss was recorded. On November 14, 1882, she cleared Owen Sound laden with a cargo of general merchandise, bound for Little Current, Algoma Mills and Michaels Bay. She had in tow the schooner LILY HAMILTON, which was carrying horses for use in logging operations along the north shore. The vessels departed Little Current the next day, and KINCARDINE immediately got into trouble. The force of the tow and a strong current dragged her out of the main channel and she struck a rock. Her captain could see that she was filling fast, so he released the tow and beached his ship on an island about a mile above Little Current. The LILY HAMILTON then raised sail and proceeded on her own to Algoma Mills.

The wrecking tug CONQUEROR was called to the wreck scene and she managed to release KINCARDINE. The steamer was taken to Algoma Mills, where the undamaged goods were unloaded. The tug and steamer then proceeded down to Owen Sound, where they arrived during the evening of November 27th. A sale of waterlogged goods took place at Owen Sound on December 1st.

The drydock at Owen Sound was very busy with ship repairs, and with the removal of the engine from the steamer EMERALD, (a) OSWEGO BELLE, which was being cut down to a barge. KINCARDINE was forced to wait for her turn on the dock while her former fleetmate donated her engine to the steamer PACIFIC, which then was under construction nearby. KINCARDINE's repairs were completed over the winter of 1882-1883, and she departed Owen Sound on her first trip of the new season on May 14th.

Mrs. Jones sold KINCARDINE on October 6, 1883, to a group of Port Arthur businessmen. The new owners were identified as Thomas Marks, 22 shares; George Smith, 21 shares, and Morgan Buck (sic), 21 shares. As might be expected, they put KINCARDINE in service out of the Canadian Lakehead.

On Thursday, December 13, 1883, KINCARDINE departed Port Arthur with the schooner MARY ANN HULBERT in tow. What follows is a description, from the "Owen Sound Times" of December 27, 1883, of the worst schooner disaster in the history of Lake Superior.