

Weber's place as wheelsman on TRILLIUM under Neil McClaren, as Alec had been sent to the McBRIDE as mate in place of Pete Patton with Ed. Straker. Each summer evening, TRILLIUM's last two trips to Centre Island ran out of the "hole", the very west slip on the York Street side of the city terminal. On that particular evening, on the 10:00 p.m. trip from Centre, TRILLIUM was heading for the "hole" while, at the same time, SAM McBRIDE was heading to her usual middle slip on the run from Hanlan's Point.

As TRILLIUM approached the city docks, to starboard of McBRIDE, the latter's crew apparently forgot that TRILLIUM was to cross her bow to enter the "hole", and she failed to give way to the big sidewheeler. Suddenly, the McBRIDE became aware of TRILLIUM's presence and took evasive action, going astern (with one minute's delay) and turning to port. The result was something to behold!

McBRIDE finally stopped half-way up the York Street slip and TRILLIUM, due to the McBRIDE's wash, ended up at right angles to the ferry slips, with her stern (actually the "bow end", where she carried her anchor) wedged against the west side pier and her forward end up against BLUEBELL. TRILLIUM tried unsuccessfully to extricate herself from her embarrassing predicament and finally the McBRIDE, having backed out of the York Street slip, came to the rescue, towing TRILLIUM about 100 yards out and then letting her go. TRILLIUM docked in the "hole" about half an hour behind schedule.

Jim also recalls one Sunday morning in September of 1948, when the McBRIDE came to the assistance of the broken-down WILLIAM INGLIS. McBRIDE, after completing her own trip and unloading her passengers, went to the aid of INGLIS, putting lines aboard her and securing broadside. She towed the INGLIS to the city and placed her alongside the C.S.L. pier, east of the ferry docks.

As far as we know, the McBRIDE's only serious accident came during World War Two. We believe that it was in 1942 (we cannot be sure of the exact date) that a Lysander seaplane, doing training duty on Toronto Harbour, brushed the boat deck of the McBRIDE, slightly damaging one of the pilothouses. No injuries were suffered by anyone on the ferry, but the plane's pilot was killed when the machine fell away from the McBRIDE and into the bay.

The Metro Toronto Parks Department assumed the operation of the ferries from the T.T.C. in 1962. The McBRIDE's Fairbanks Morse machinery was removed in 1973 and was installed in the sandsucker C. W. CADWELL but the latter never completed a voyage with the engine. It never was properly geared in her, and the CADWELL broke down on her trials outside the Western Gap. The ferry herself received a transfusion of twin Caterpillar diesels that winter at Whitby, and they have served her well ever since.

In recent years, although most of the evening ferryboat charters have been handled by the restored and reactivated TRILLIUM, a great many charters have been taken by SAM McBRIDE, and she frequently can be seen making the lake passage around the Islands as part of an evening party trip.

On September 11, 1989, the McBRIDE sailed under her own power for Whitby, to be drydocked for survey, inspection and repairs. On September 23, while leaving Whitby to return to Toronto, she ran hard aground on a sandbar north of the drydock. She was unable to free herself and called for the aid of the tug ANGUS M., which broke a cable trying to assist. Even with the help of the tug JEAN T., ANGUS M. could not free the McBRIDE, but eventually the ferry was pulled free by a Caterpillar tractor ashore. The ferry then had to wait until CHARLES R. HUNTLEY came off the drydock on September 26 so that McBRIDE could go back on the dock for inspection and any necessary repair.

It is said that, once she has been returned to Toronto, SAM McBRIDE may undergo certain alterations which may make her more suitable for the charter trade, while still allowing her to handle her usual large weekend loads of passengers to the Island parks. We wish the "SAM" well on her fiftieth anniversary and we hope that she will be available to serve on Toronto Bay for many years to come.