

boat was swung around to load the portside bunker. This manoeuvre had just been completed when suddenly she lurched to starboard away from the dock; a large portion of the deck load plunged into the river as water poured into the ship. She then rolled upright and over to port, taking on more water until she settled to the bottom. The greater portion of the crew were asleep at the time and barely escaped with their lives. About 100 ties were lost. The top of the cabin was level with the wharf and she was full of water.

"The accident happened early Friday morning (October 6, 1882). She was refloated with the assistance of jack-screws and chains on Sunday (October 8th) and had steam up on Monday."

The report underlines the resilience of a little wooden freighter such as KINCARDINE, which could withstand all sorts of hard use and abuse, and usually was required to do so in the course of her career. The fact that KINCARDINE survived so many adversities during her lifetime is a great tribute to her builders. We simply cannot understand, however, why anyone would completely load the bunker hatch on one side of a fully-loaded vessel, with very little freeboard, before putting any bunkers in the hatch on the other side! Perhaps many of the wooden steam barges survived despite the efforts of their owner/operators, rather than because of them...

Ron Beaupre has also managed to dig up an item from the "Cleveland Herald" of September 22, 1880. It reported that "Captain LaFramboise purchased the propellor KINCARDINE for the Leamington route. He pays \$7,000 for the boat, including freight money for the present cargo to Quebec." Ron has determined that the exact same report appeared in the September 23, 1880, issue of the "Kingston British Whig".

The alleged sale of KINCARDINE to LaFramboise was never registered and it would seem unlikely that the sale ever actually occurred. At the beginning of the year 1880, the registered owner of KINCARDINE was James F. Allen, of Kingston, who had acquired her on December 10, 1878. It is recorded that, on January 29, 1880, Allen sold the steamer to Alex Trerice, of Dresden, Ontario, with Trerice in turn selling 24 of his shares to James Oak, of Exeter, on March 1, 1880. On January 31, 1881, Trerice sold his 40 shares to Martha R. Jones, of Detroit, and on March 7, 1881, Oak was forced by court order to sell his 24 shares to Charles Livingston, of Dresden. Two weeks later, Livingston turned his 24 shares over to Mrs. Jones.

With all of this share transfer activity officially documented, we cannot imagine how a sale involving LaFramboise could have occurred. The only bit of the Cleveland and Kingston press report that seems to be true is the section that mentions a cargo bound for Quebec. It is known that, during 1880, Trerice ran KINCARDINE on a route between Buffalo and Goderich, calling at way ports. It is documented that, in September of 1880, KINCARDINE did take a grain cargo from Goderich to Quebec City, and it would appear to be this cargo to which the press reports referred.

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Ed. Note: Ron Beaupre has been one of our most dedicated researchers for "Scanner" and he spent a great deal of time preparing the original article on KINCARDINE for our publication. We sincerely thank him for this additional material, and we also extend our thanks to Pat Labadie for the assistance which he has given to Ron.

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A Dinner Meeting Reminder: We would like to see you at our Annual T.M.H.S. Dinner Meeting, which will be held in the Ship Inn on Saturday, May 12th. This is always a most enjoyable event, so please plan to attend. Kindly refer to details on the front page and send your reservation remittance to our Chief Purser as soon as possible. Thank you.

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