

Days of Steam boats

Commercial Steamboats

As Lake Memphremagog is over twenty-seven miles long, before the railroad, water travel presented an commercial opportunity for transporting passengers and cargo among the several villages on the lake. In addition, the commercial steamboats provide recreational excursions on the lake.

Mountain Maid

The *Maid of the Mist* was launched in Georgeville, P.Q. in 1850. She was 105 feet in length with a capacity of 250 passengers plus cargo. The *Montain Maid* sailed daily from Magog to Newport, with stops at Georgeville, Owl's Head Mountain House, Knowlton Landing, and other docks on the lake. The steamer was piloted (and for a time co-owned) by Captain George Washington Fogg between 1850 and 1868. In 1870, the Mountain Maid was hauled out of the water near Knowlton Landing and condemned.



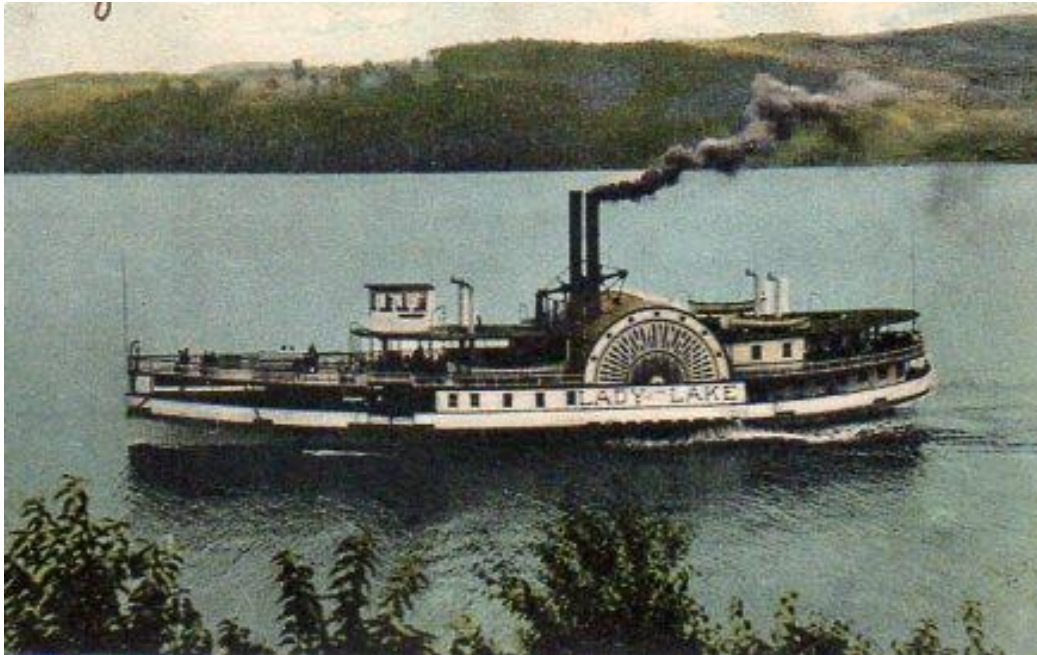
Mountain Maid in 1870

Mountain Maid II

In 1878, Captain George Washington salvaged the old Mountain Maid, He had her hull, paddle wheel, and engine completely re-built. The new Mountain Maid, which looked significantly different from the original, operated until 1892.

The Lady of the Lake

The *Lady of the Lake* was launched in Magog on September 10, 1867. She provided excursions on the lake for about fifty years until taken out of service in 1916.



Lady of the Lake

Construction of the Lady of the Lake took place on two continents and involved dozens of labourers. Her engine and two boilers were built in Montreal, but her hull was manufactured in Scotland and had to be shipped in sections across the Atlantic. Upon arrival, these sections were transported by railway to Sherbrooke, and from Sherbrooke by teams to Magog, where all the parts were finally assembled by crews from Montreal and Scotland.

The Lady, which was launched in Magog amid much fanfare in 1867, the year of Confederation, was the property of Canadian shipping tycoon Sir Hugh Allan, whose estate, Belmere, was one of the finest on the lake. The 51-metre (167-foot) steamer,

which sailed twice daily, making stops at the villages and landings up and down the lake, carried hundreds of passengers at a time.*

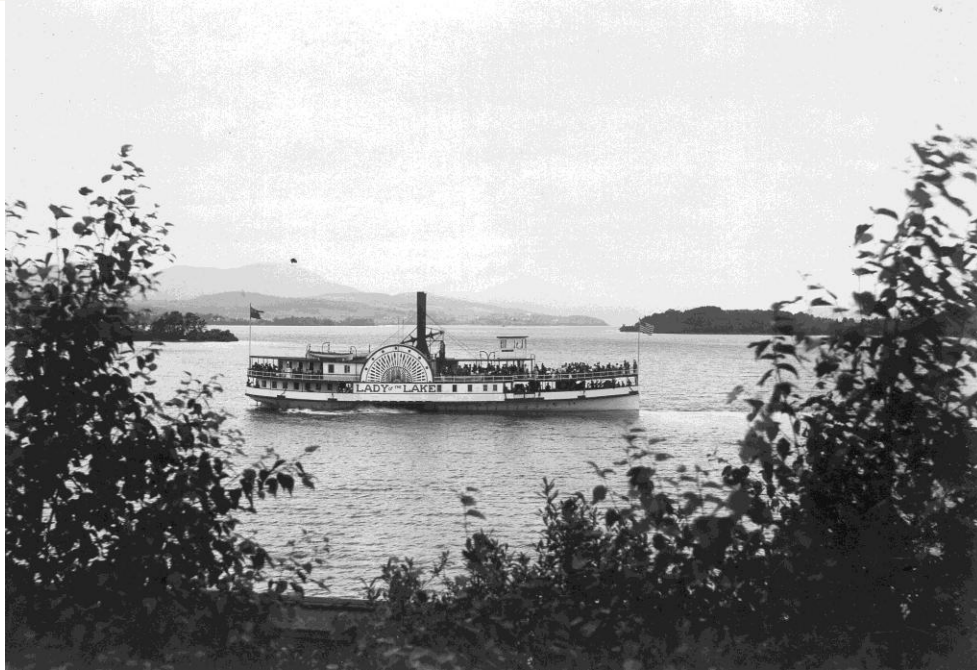
In the steamer's second season, Sir Hugh Allan hired veteran steamer captain, George Washington Fogg, of the *Mountain Maid*, to operate his boat. Fogg would captain the steamer until 1884. In 1885, the steamer was purchased by the Connecticut and Passumpsic Rivers Railroad to provide excursion tours to the railway's passengers who were staying at the Memphremagog House, a luxury hotel in Newport. The steamer made regular trips to Owl's Head Mountain and other points on the lake.

Eventually the *Lady of the Lake* was purchased by the Canadian Pacific Railway. Its schedule was synchronized with train arrivals and departures in Newport and Magog, at opposite ends of the lake. Parties arriving from Montreal by train could "always be sure of getting warm meals," and "no pains were spared to have everything first-class."

In service until 1915, the *Lady of the Lake* was towed to Magog in 1917 and scrapped. The decline of train travel, big hotels, excursion tours, and the rise of the automobile, ensured that a large steamer like the *Lady* would not remain profitable -- at least not on a lake the size of Memphremagog.

*The *Lady of the Lake* was licensed to carry 666 passengers in 1914.

Quoted from Matt Farfan's *Steamers of Lake Memphremagog, Part 3*



Lady of the Lake



Rear view of *Lady of the Lake*

The Anthemis



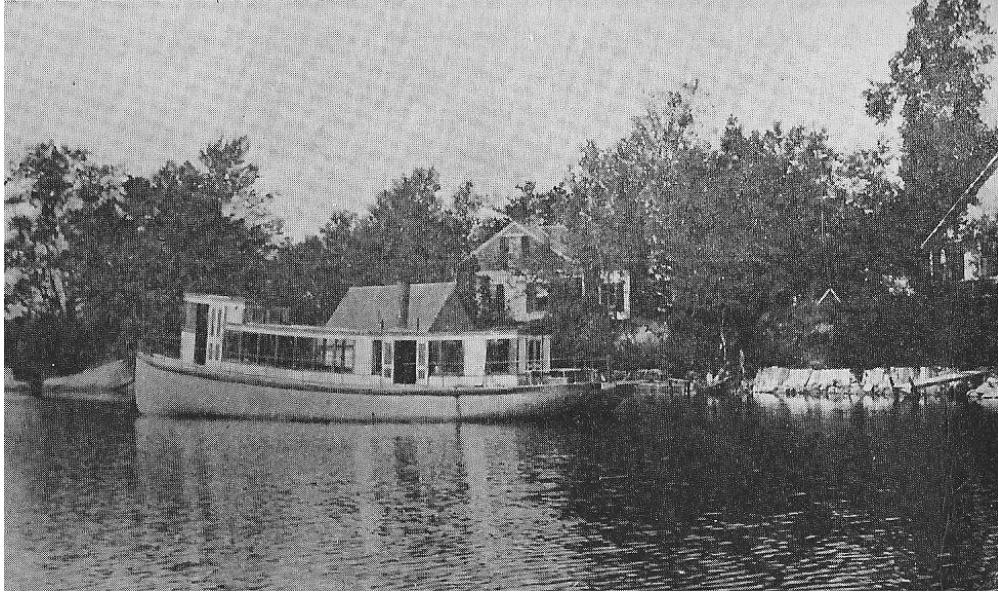
The steamer *Anthemis* was built in 1909. One hundred feet long, propeller driven, she could carry 300 passengers. She went out of service in 1947 and eventually sank, abandoned in Magog.



For about seven years, Lake Memphremagog was served by both the *Anthemis* and *the Lady of the Lake*. Unlike the Lady, however, the *Anthemis* stopped on demand at some of the larger private wharfs.

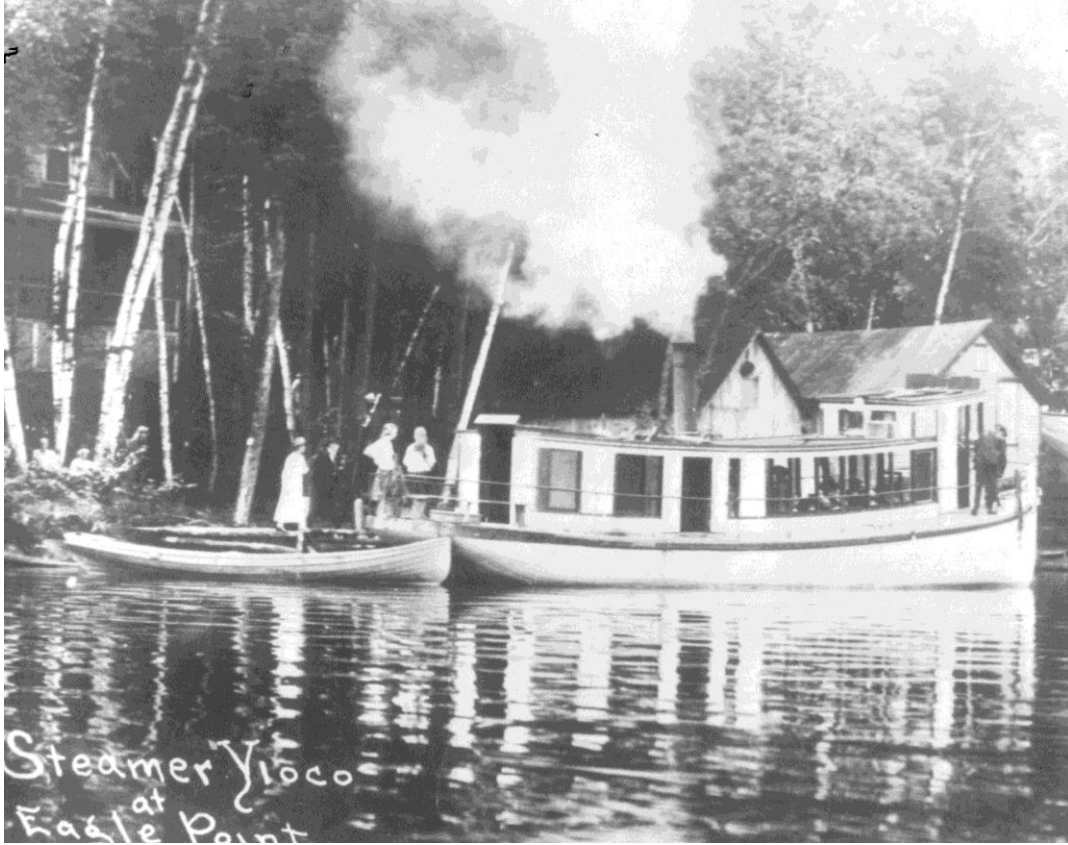
Private Steam Launches

In addition to the commercial steamboats, several individuals had their own private steam launches. These individuals usually had homes or vacation homes on the lake or lived in villages on the lake.



Private steam launch "*Vicon*"

In a talk about Eagle Point, Michael Dunn mentioned: "All of the property owners had boats, some home-made and some more elaborate. Among them were steam launches owned by Captain Holbrook. He first had the *Alma* built and later the *Yioco*, with which he made trips to Newport twice a week, picking up passengers along the lakeshore."



Steamer "Yioco" at Eagle Point