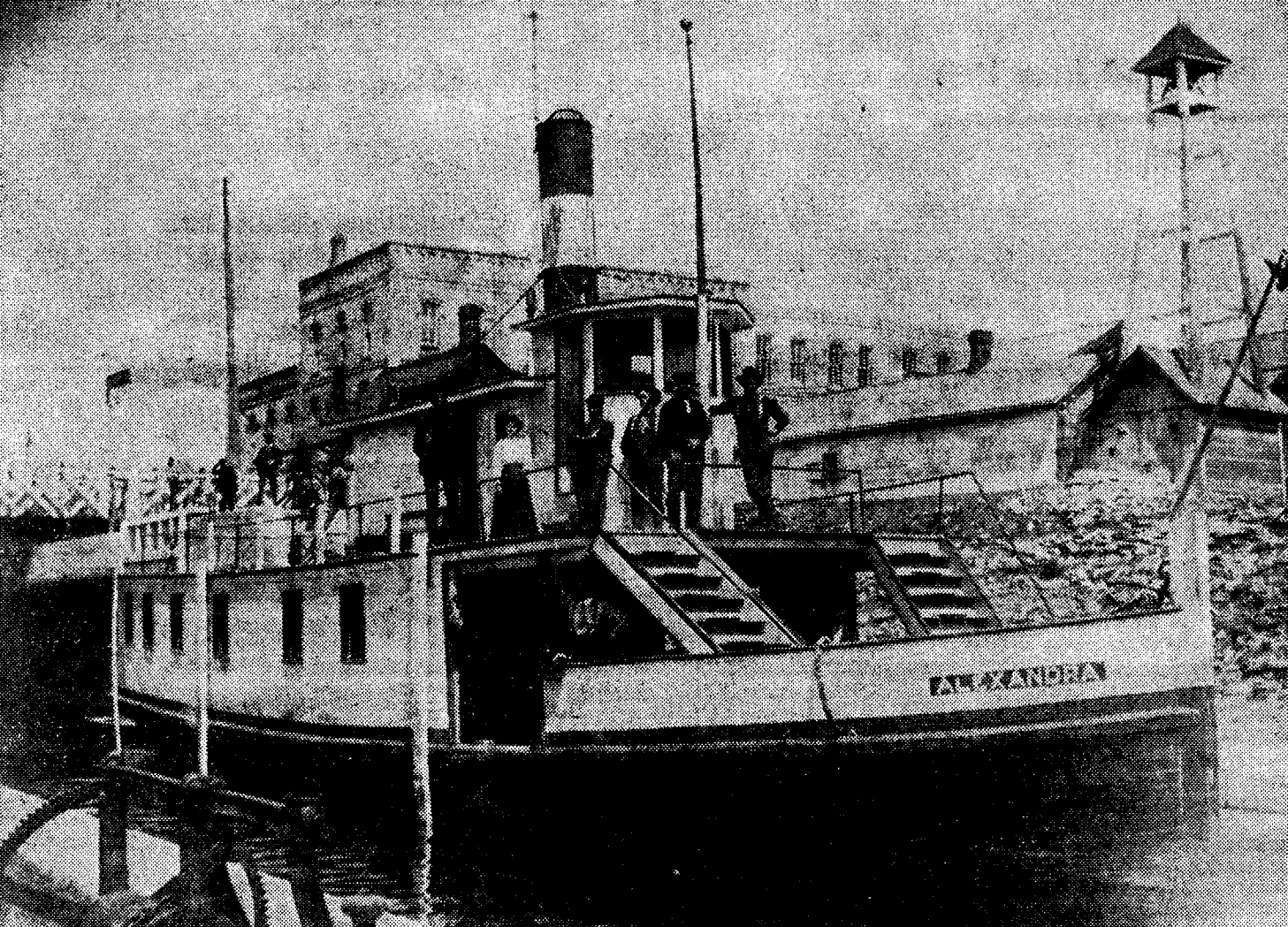


**Early Boats On The Kawartha Lakes**



NORFOLK

Many steamers plied the waterways of the Kawarthas andra in the canal at Fenelon Falls. Photo supplied in years gone by. Here we see the early steamer Alex- courtesy of Arthur Carew of Lindsay.

Many and varied were the steam boats that plied the waters of the Kawarthas in the early years following Confederation, many of the passenger, excursion and mail carrying type, along with tug boats that coaxed long booms of logs to saw mills throughout the area.

One of the early excursion steamers was the paddle type side-wheeler known firstly as the Crandella but later renamed the Kenosha. This boat, owned by Captain Crandell had a passenger carrying capacity of 400.

The Esturion, owned by the Boyds of Bobcaygeon, made two round trips to Lindsay each day and carried the Royal mail. It is related that the late J. W. Deyell was purser on this boat during summer vacations when he was attending Toronto University. In winter months the horse-drawn stage coach transported passengers and mail between Bobcaygeon and Lindsay. After construction of the C.P.R. railway, both the Esturion and the stage coach no longer remained.

The Kathleen, a passenger steamer rebuilt from the tug-boat Greyhound, made two round trips a day between Pleasant Point and Sturgeon Point (both upper and lower wharves) Greenhurst and Thurstonia. The crew included Captain Ed Blewett, Captain Elliott and engineer F. Moynes.

The Manita operated between Lindsay and Coboconk, carrying passengers, and merchandise. It had the appearance of a double-decker with its canopy roof over the rear deck.

Another steamer common to Kawartha waters was the steamer Arthur C owned by John Carew M.P.P. and used for towing logs to his sawmill in Lindsay. This boat was named after Arthur Carew of the John Carew Lumber Company. On occasion John Carew entertained a number of guests to a ride on the Arthur C calling at McConnell's Island in Sturgeon Lake.

A government boat, the Bessie Butler, was often seen on the Scugog River as was the Islander, of Young's Point, the Wacouta of Fenelon Falls owned by Captain Charles Burgoyne.

Following the Kathleen, Captain Charles Gray of Sturgeon Point was the owner and operator of the Lintonia, one of the last steamers to ply local waters. It carried passengers on a schedule from Lindsay to Sturgeon Lake resorts.

The Marie Louise was a tug operated by the Rathbun Lumber Company with a sawmill and shingle mill at the north end of St. Paul Street.

This boat was easily identified by its peculiar whistle sounds.

The steamer Stoney Lake was an excursion boat which operated successfully for many years from Young's Point, and like the Lintonia, was one of the last boats, if not the last steamer to carry passengers into Lindsay.

A popular trip on the Stoney Lake was to leave Peterborough at seven a.m., proceed through the Peterboro liftlock a lift of 65 feet, through several locks to Lakefield, Young's Point, through Clear Lake to Burleigh Falls, across Buckhorn Lake, through Gannon's Narrows, and across Pigeon Lake to Bobcaygeon, then via Sturgeon Lake and Scugog River to Lindsay about seven p.m. The passengers then proceeded to the G.T.R. station

and returned to Peterboro by train. The Stoney Lake docked at Lindsay over night then left with a large crowd of excursionists at 7 a.m. the next morning to return to Peterboro. The usual fair for this one day excursion was one dollar.

The steamer Otonabee was the largest passenger carrying boat and was a turn screw vessel running boat excursions through the Kawartha Lakes.

The Iriquois, a passenger steamer, plied from Huntsville through the Peninsular Lake to the north Portage where passengers boarded the steamer Algonquin and sailed through the Lake of Bays, calling at Glenmount, Bigwin Inn and on to Dorset. The return trip could be made in a day. Captain Pink of Burke's Falls was

the master of the Algonquin for many years.

Another interesting boat trip left the Muskoka wharf (Gravenhurst) by the steamer Sagamo at seven-thirty in the morning, sailing up the Muskoka Lakes through the locks at Port Carling, through Lake Rosseau, and return.

Besides local boat trips, passengers could cross Lake Michigan from Muskegan to Milwaukee on the Milwaukee Clipper. From Port McNichol to Fort William on the steamer Assiniboia and Keewatin and return was an enjoyable trip. They sailed the Great Lakes for over 40 years.

A trip on the Midland City from Parry Sound through the 30,000 islands was another wonderful trip available to excursion fans, as well as trips



from Toronto to Hamilton on the Macasa, the Majestic or the Cayuga. Trips through the St. Lawrence Rapids on the Rapid City Queen and King have now been cancelled since the opening of the Seaway. Car ferry boat trips from Cobourg to Rochester were also popular.



LINTONIA

One of the more familiar steamers to the present generation was the Lintonia that used to be a daily visitor to Lindsay in the twenties. In charge of Captain Gray, this vessel carried passengers from Lindsay to the Sturgeon Lake resorts and ran excursions. Photo supplied by Miss Gray.