
In Search of Lost Times

Earliest Days of Tourism in the Mansonville Region

by

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*There is a sense of solitude which civilization
has not yet exorcised.*

Samuel June BARROWS,
The Shaybacks in camp:
Ten summers under canvas, Boston, 1888

When one examines the history of tourism on a global scale, one is struck by the recurrence of the process by which a given place transforms itself, little by little, into a popular destination. (1) Usually there are three phases in the process: the exploration, the 'invention' or popularization of it, and then its commercialization.

The second phase is decisive, since a place may have been discovered, explored and even described by geographers, the military, or surveyors and never become a tourist destination.

In fact, moving from ordinary and common-place to the enviable status of being a desirable place

to visit, a second discovery is essential. That is the work of those called the 'inventors', the 'initiators', those the 19th century English called 'gatekeepers'. (2)

It must be remembered that, in Europe, the first phase of tourism was by the British who, at the end of the 18th century and in the beginning of the 19th, were travelling to France, Switzerland, Italy and the Rhine valley. Those who made it fashionable to travel to these places were the curious travellers, audacious 'bohemian' types, artists, often well read, able to write and describe with passion.

Letters to their family or articles written for publication gave captivating resonance to their discoveries. These were accurate and colourful at the same time. They were descriptions or sketches, which included itineraries, means of travel, accommodations, and descriptions of places of natural, architectural or social interest. These travellers, permeated with the pictorial and literary romanticism of the time, were enraptured by the grandeur and beauty of the landscapes.

Subsequent to their 'discovery', came the means of transport necessary to reach these iconic places and the commercial infrastructure for accommodation, sight-seeing and activities



Mount Elephantus, from the Lake Steamer.

Mount Elephantus, from the Lake Steamer

in these places.

Moving now to the region of Mansonville (Potton), we find a region of impressive landscapes in the heart of a superb glacier valley carved by the course of the North Missisquoi River and delimited by the two parallel ranges which are a continuation of the Green Mountains of Vermont: the Sutton Mountains on one side and the well known summits of Bear Mountain, Owl's Head, Elephantis or Sugarloaf and Orford lining Lake Memphremagog on the other. However, for land clearing pioneer and settler, there was little to recommend such topography.

Around 1790, the western shore of Lake Memphremagog, with mountains rising steeply from its waters, offered scarcely a valley in which to establish a village. To the interior of Bolton and Potton, were mountain chains, thick forests, swamps, rocky areas -- all making penetration difficult and discouraging to the pioneer. These two townships therefore remained, for a long time, the least populated of the region.

The first Europeans to venture into the sector were members of the team of surveyors who, in 1771-72, traced the line of 45° of north latitude, decreed by London as the boundary between the British provinces of New York and Quebec. (3)

At that time, after the conquest of New France but before the American Revolution, North America was British from South Carolina to Hudson's Bay, and, for organizational purposes, the Colonial Office wanted to establish the boundary of each of its colonies or provinces.

Remember also that Vermont was not yet a state. The province of New York had claimed its future territory (although the province of New Hampshire had claims on the same territory). This 45° line, we know, became an international boundary in 1783, after the

Treaty of Paris, in which Great Britain acknowledged the independence of the Thirteen Colonies or the United States.

The first surveyors, of whom, James Finlay, used the instruments and means of the time to establish this 45° boundary and to explore the waterways and lakes which crossed the line, for a depth of two or three miles on either side.

Starting from the Richelieu River on the shore of Lake Champlain, these men worked their way east, crossing Lake Memphremagog to end up at the Connecticut River. To them, we owe the southern line of the future Township of Potton, not quite straight however, bending as it does, slightly to the south around the flank of Bear Mountain, and dividing small Province Island in two!

When, after 1792, the future Eastern Townships were opened for settlement, His Majesty's surveyors re-measured and clarified the 45° base line. They established the bounds of each township at ten miles by ten miles, and delineated range and lot limits. A difficult task in this mountainous region, yet accomplished between 1792 and 1800 by surveying teams led by Pennoyer and Bouchette.

Joseph Bouchette was surely the first to get an overall view of the region, since he crossed Potton and the neighbouring townships several times between 1808 and 1828, and climbed for the first time (at least documented) the Pinnacle in Frelighsburg and Owl's Head mountain. These ascents took place during the summer of 1824. (4) A few pioneers had already begun to establish themselves in the southern part of the township: in Dunkin (Colonel Henry Ruitter) and in Mansonville (Robert Manson). (5)

From the beginning of the 19th century, routes had been used between the Lake and the mountains on its western shore, such as the

Perkins Brook route, an old Indian portage trail between the Magog and Missisquoi Rivers, and above all, the trail between Knowlton Landing and South Bolton. The Bolton Pass had been discovered before 1830, leading to the Townships of Brome and Dunham, but it was not accessible to wheeled vehicles until the 1840's.

We know that the first to clear land in Potton was Nicholas Austin, who came from Vermont by the Lake, but who moved to Bolton once surveyors had established the boundary separating these two townships. Further to the north, between the present villages of Bolton Center and Eastman, travel was impossible due to the swampy terrain and mountains.

Thus, the Mansonville (Potton) region had been well documented, surveyed and described, at least in geographical and topographical terms. Jammed between the American border, the Lake and two mountain chains, the region was difficult to get to. In summer however, from around 1820, a rudimentary ferryboat linked the two shores of the Lake between Georgeville (Copp's Ferry) and wharves at the end of Sargent's Bay: Head of the Bay or Knowlton Landing. (6)

Who were the players of the second phase, that is to say, the 'invention' of the region for tourism? It was not the inhabitants, American pioneers from Troy, Vermont, or Loyalists from Missisquoi Bay. In fact, and this is not surprising, it was the British, the pioneers of tourism in Europe, who were in the vanguard of tourism in the region.

In 1834, the British American Land Company (BALC), with its many London shareholders, had acquired from the government, vast lands

in the Townships for settlement by British immigrants. The Company had established its regional office in Sherbrooke. (7)

As well, during the 1830's, newly arrived Brits, perhaps lured by the publicity of the BALC, wrote their families 'back home', describing life in the region, its resources, and natural beauty. (8) To some of these immigrants we owe a first romantic and sensitive glimpse of the still-wild natural beauties of the Townships. Here is a good example:

"It's terribly cold... I wish you could see the sky in this country. It is beautiful beyond all description. If an artist were to paint one like it, any Englishman would say it was not natural... Last evening when Edmund and I



Copp's Ferry 1841

were walking, it was a deep pink and went shading off towards the Orford Mountains in the most lovely manner," wrote Lucy Peel, recently arrived from London to Sherbrooke, to her mother. (9)

The opening of roads by the BALC favoured discovery of the area. Thus, the first ascent of Orford by surveyor Weiss and friends took place in September 1837. (10)

Various publications printed during the 1830's described the Memphremagog region as much for its agricultural potential as for its rich natural beauty. Englishman Philip H. Gosse, who described birds, insects, trees, fish, and the cycle of the seasons in the Townships, comes to mind. (11).

Or, Henry Taylor, a traveller, who toured the Townships by round-trip stagecoach, passing through Waterloo, Magog, Stanstead and Sherbrooke in the summer of 1839. In a book, he writes with picturesque description the details of overnight stays in inns along the way, commentary on the prices of stage travel and so on. Here is a *tourist* in the etymological sense, his book being intitled: *Journal of a Tour from Montreal to the Eastern Townships*. (12).

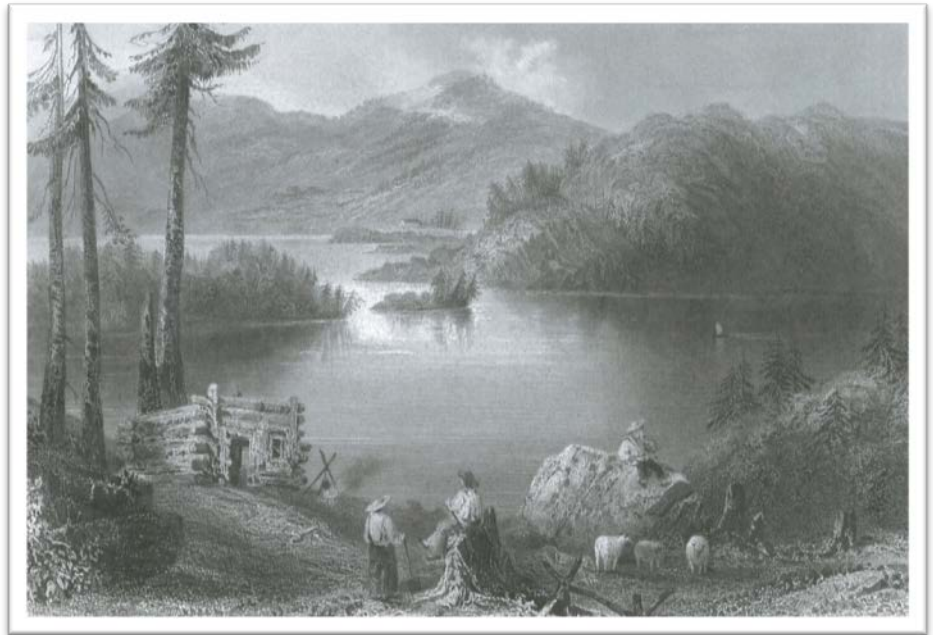
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In his *Journal*, Taylor writes that the stagecoach from Granby to Waterloo costs 2s 6d (50¢); in Stukely, there is no tavern, but he stays in a private home, where he is served three meals a day and tea, for 15d (25¢) per day; in Magog (Outlet), the roads and the bridge are in poor shape; at Ayre's Tavern (the future Ayer's Cliff), he walks to the cliff overlooking the Massawippi and forays to Brown's Hill from where he views an "*Horizon*

of Hilly Country with the most beautiful slopes". (13)

He boards the stage at 3 pm, bound for Stanstead, and chats with the coachman. In the distance, the silhouette of Owl's Head and the mountains of Vermont. In Stanstead, lovely houses and two good taverns await the traveller. Stay for \$2.00 a week, pies and puddings included, he writes. (14)

Among the pioneers of tourism, artists, illustrators and painters would have great influence upon the imagination of potential visitors. Their drawings and quick sketches would be transformed after into watercolours or engraved prints, for sale individually. In this sense, the first distributor of romantic sentiment and the alpine grandeur of the Townships is obviously William Henry Bartlett (*Canadian Scenery*). (15)



W.H. Bartlett – A Settler's hut on the frontier, 1842

His many engravings of the region began the popularization of a romantic vision of the Townships. Thanks to these, the wild beauty of lakes, forests and mountains were introduced to the city dweller and to 'civilization'.

Far from making an exact representation, Bartlett used much the same techniques that he did in depicting the Swiss Alps. He distorts and accentuates the landscape. He chooses unique vantage points, shrouds the distance in mists more Scottish than Canadian, and transforms landscape into a scenery, a 'stage setting'.

His clientele would be the well-off British, American or Canadian middle class, who would be as moved by the scenery of Memphremagog or Owl's Head as the tourist travelling the Alps, or feel the seductive appeal of Lake Geneva. Rousseau is not far behind! (16)

Bartlett defines an itinerary, chooses places which are *worth the trip*. A mountain pass like Bolton Pass, the rocky pyramid of Orford, the cliff of Gibraltar Point, the ferry from Georgeville to Knowlton Landing, the ascent of



W.H. Bartlett – Engraving, 1840

Sugar Loaf, the balcony overlooking Memphremagog. *That* is what must be seen!

We know that he will be followed by many painters who would, in the 19th century, showcase the summer and fall beauty of Memphremagog and its environs: Alfred Fitch

Bellows, Cornelius Krieghoff, Thomas Mower Martin, Allen Aaron Edson, John Warren Gray, Robert Whale, Alfred Hodstock, and above all, William Stewart Hunter, a resident of Stanstead, with his famous series of engravings of Eastern Townships Scenery, in which are depicted Sugar Loaf, Owl's Head, Orford, and many views of the mythical Lake. (17)

In the 1870's, illustrated magazines like the *Canadian Monthly* or the *Canadian Illustrated News* or even *Harper's Magazine* presented illustrated stories of trips to the region. (18)

Lastly, the final point in this opening up of tourism, this popularizing of *must see* places, the first tourist guide books began to be distributed around the same time. In the 1840's, this type of publications described little of the Townships, apart from the neighbouring shores of Lake Champlain. (19)

In fact, the first detailed guides to the Townships coincided roughly with the 1852-53 arrival of the St. Lawrence & Atlantic Railway in the region. The first of these was published in Portland (Maine), terminus of the line which, leaving Longueuil, crossed the Sherbrooke region and the White Mountains. Considerable information about the steamer Mountain Maid,

Georgeville and its ferryboat to Bolton, Owl's Head and its hotel was already given. (20).

Here is an extract from that literature which would be decisive for the popularity of the region:

"The village of Georgeville, found on the shore of Lake Magog (sic), among hills, is one of the prettiest imaginable when seen from the lake. It is the centre for travellers who visit the lake and environs and we might, with good reason, call it the Switzerland of Canada! No touriste (sic) should miss making the boat trip on the steamer Mountain Maid, or to ascend Owl's Head, 2500 feet high, at the base of which he will find comfortable hospitality in the Mountain House Hotel." (21)

Another work, published in 1867, was equally eloquent:

"Lake Memphremagog, the lake of the Townships, which has been not inaptly styled Lake Geneva of Canada... Its Indian name (signifies) a beautiful expanse of water. The bosom of the lake is everywhere studded with islands, generally covered with woods to the water's edge. To do full justice to the scenery of the lake, would require a small book. The aspect from the water of some of the mountains, which stretch along its western shore, prominent among which is Owl's Head, with its conical outline, gives a true Alpine character to the scene." (22)



Mountain House Hotel, at the foot of Owl's Head

Books devoted to Lake Memphremagog soon followed, such as those published by John Ross Dix (1864) and by Henry M. Burt (1872). (23)

When means of transport like trains and steam boats gave easier access to the region and interregional trips, i.e. from about 1853, the tourist myth of the Townships was already in place. At the heart was Memphremagog, *the Lake Geneva of Canada*, with Owl's Head, *the mountain to climb*, and Orford, *the highest mountain to the east of the Rockies (!)*. (24)

In short, insofar as tourism goes, the myth precedes the organization.

During seventy years, between 1850 and 1920, the tourism of the region begins, strengthens and intensifies. It is the third phase, that of commercial tourism. We will limit ourselves to 1920, and examine only the pre-automobile phase of tourism in the Townships.

This rests essentially upon a system of mass transportation, on the organization of itineraries centred on connections, and tickets combining rail travel, steamer travel and stagecoaches as well as increased choice of lodging, boarding and hotels for tourists in Newport, Magog, Georgeville or at the foot of Owl's Head.

From then on, there was a 'season' for staying at Memphremagog, from June to September; and, to more fully profit, upper-crust families from Montreal and Boston would build prestigious summer homes. At the same time, semi-civilized camping was offered to those preferring a more rustic experience. (25).

Concurrently, various leisure activities were being placed on the landscape: skiff or rowboats for exploring and fishing, swimming, sailing, canoeing, horseback riding, berry picking, visits to farms. Excursions were

organized on lake steamers, by carriage to the foot of Orford, stagecoach trips through Bolton Pass to Brome Lake.

Evidently, the most popular part of any stay, be it one long or short, or one of an entire summer, were excursions aboard the Mountain Maid or the Lady of the Lake and the ascent of Owl's Head.

In this way resorts were born, known as places of *villégiature* (from the Italian *villeggiatura* – to go to or stay in the country). These places devoted themselves to the leisure of tourist life. Over time a network of 'regulars' developed. By frequenting the same places, they were at the foundation of more complex tourist infrastructures like golf courses, libraries, sporting activities, nautical competitions, called regattas, celebrations, nautical processions and galas of different types, dances in the afternoon or soirées under Chinese lanterns.



Post Card – Perkins' Landing, Que. on Lake Memphremagog

The wealthy bought farmland bordering the lake to the north and south of Georgeville, and raised prestigious summer mansions, with dozens of rooms and service assured by numerous domestics. These homes were known by exotic names. From Magoon Point to

Georgeville, one after another, the estates bore grand names like Glen Brook (Honorable C.D. Day), Tanglewood, Fern Hill (the Molson family), Belmere (the Allan family), Woodlands, Dunkelt, Edgewood, etc.

Those of more modest means built summer cottages or bungalows in Knowlton Landing (generally Sherbookers), in Bryant's Landing (French Canadians), in Perkins Landing (those from Mansonville). Americans built homes on some islands. In 1888, Cedarville came into being, thanks to a regular stop for the steamers plying the Lake. (26)

Summer camps for children soon became fashionable, for example Glenbrooke on Magoon Point, directed by Pr. Colby of McGill.

In fact, access to the region was made easier by the several rail lines leading to one extremity or other. In 1864, the Connecticut & Passumpsic reached Newport in Vermont, coming from Boston, crossing Massachusetts, New Hampshire and Vermont. In the 1870's, trains equipped with deluxe Pullman cars, some reserved for ladies, allowed overnight service from Boston or Springfield, Massachusetts, to Newport, Vermont.

In 1871, this line was extended to Sherbrooke, through the Tomifobia valley, and the shore of Lake Massawippi. This made North Hatley's fortune from the middle of the 1880's.

In 1873, the South Eastern rail line linked Montreal to Newport, passing through Farnham and Sutton, then following the course of the Missisquoi from Richford, Vermont, to Highwater, crossing the U.S.-Canada border three times – an itinerary borrowed from the

Montreal-Boston express train: depart Montreal at 7:30 am, arrive at Newport at 12:30 pm or depart Montreal at 3:15 pm for arrival at Newport at 8:15 pm. (27)

In 1878, the Waterloo & Magog, property of Vermont Central, linked Saint-Jean-sur-Richelieu via Farnham, Granby and Waterloo to Magog. The line was extended to Sherbrooke in 1885. It was the Orford Mountain Railway that finally linked Eastman, South Bolton and Mansonville in 1907, extended to Newport in 1910, under the management of the Canadian Pacific Railway.

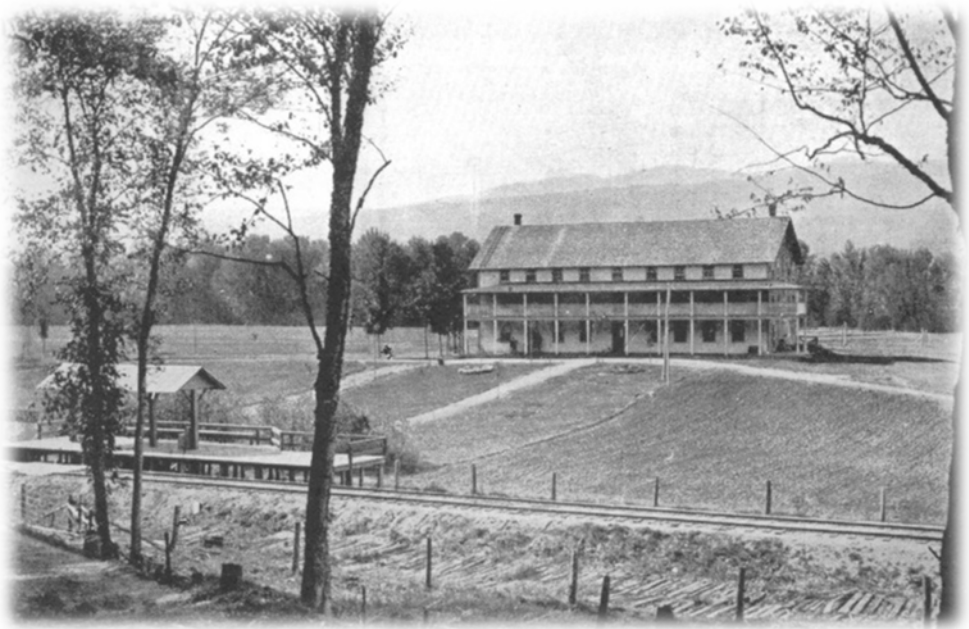
All of the companies offered combined rail-steam ticket packages and reduced rate excursions in the summer season, which brought new categories of persons, those of more modest means. Even the factory worker had vacation days at the Lake. Memphremagog and region then drew more American visitors than Canadian, to the point that certain of these considered the Lake to be American.

A word on Potton Springs (once known as Bolton Springs), known for the therapeutic values of its water; it became fashionably popular from the 1870's with the construction of a hotel. In 1885, for example, the springs drew so many Sunday travellers from Troy and Richford that the lines of carriages passing through Mansonville were of particular note. In 1888, a new hotel was built. Those coming from across the lake ferry service to Knowlton Landing rented carriages for the drive to Potton Springs. The

Canadian Pacific Railway, which had just acquired the South Eastern Railway, offered a shuttle stagecoach from Mansonville Station (Highwater). Between 1907 and 1936, the Orford Mountain Railway service included a stop at the Potton Springs Hotel. (28)

On Lake Memphremagog, the fleet of steamers for the tourist trade increased. In 1880, the steam powered Minnie ferried passengers between Knowlton Landing and Georgeville, three times a day, in both directions. Another steam ferry, a paddle wheeler midship called the Memphremagog, was launched at Georgeville in 1881. (29)

Some individuals commissioned construction of smaller steam powered yachts as well, such as King Fisher, built in 1886 for Mr. Macpherson. That same year, the first deluxe yacht, the Orford, was sold; it plied the waters of Memphremagog from 1870's and belonged to Sir Hugh Allan, the trans-Atlantic shipping magnate. The Orford was anchored at Belmere, the luxurious summer mansion belonging to the Allan family. (30)



Potton Springs Hotel

Obviously, the popularity of the Lady of the Lake, launched in 1867, was incredible because she could carry several hundred passengers. In July of 1876, many passengers from St. Johnsbury with cut-rate rail tickets disembarked at Newport to make the Lake tour. They were between 1,000 and 1,300, complete with harmony and brass bands! (31)

The Lady of the Lake was rented in 1880 by the Connecticut & Passumpsic Rivers rail line, which brought travellers throughout New England to the wharf in Newport, which was also the terminus of the South Eastern Railway coming from Montreal. In 1881, the same American rail line re-opened the Mountain House, a hotel at the foot of Owl's Head, accessible only by boat. This hotel had been closed following years of prosperity between 1850 and 1860. The President of the Passumpsic Railway bought the Lady of the Lake in 1885. As he was anti-alcohol, he prohibited its sale on the steamer from 1888. (32).

In the same year, Captain George W. Fogg died. For nearly 35 years, he had plied Memphremagog as Captain of its first steamer, the Mountain Maid, launched in 1850. In 1885 when the boat was bought and renovated by Vermont Central, another rail line, boat and train service to Magog from Sherbrooke and from Saint-Jean was then synchronized. (33)

From then on, the Mountain Maid made the trip from Magog to Newport in exactly 2 hours 28 minutes. When the tourist season was over, these steamers pulled barges or booms of logs from the flanks of Orford via Cherry River, destined for

the Prouty family saw mill, in Newport.

Neither the Lady of the Lake nor the Mountain Maid were excursion boats, but boats with fixed itinerary, serving multiple stops. Many of the wharves at which stops were made, still exist: Baker's, Harvey Landing, Cedarville (formerly Magoon's Point), Mountain House, Perkins Landing, Georgeville, Knowlton Landing, Paige Landing (today Bryant's Landing), and Magog. In 1853, the Mountain Maid made the crossing from Newport to Magog in 5 hours 15 minutes, but by 1858, the time had been pared to 4 hours 30 minutes. Depending on the year, service began from mid-May to mid-June and stopped around the beginning of October. (34)

Georgeville, heart of the summer lake trade, was linked by stagecoach routes to Fitch Bay and to Smith's Bay, where the Massawippi Valley Railway stopped on its way from Sherbrooke to Newport. This was also the usual ferry route across the Lake to Bolton and points beyond.

What to say about the major attraction, climbing Owl's Head? Notice to the hikers of the 21st century, the trail began from the Mountain House, at water level, meaning a difference in height of 1,700 feet since Owl's Head rises 2,400 feet. In the 19th century, we believed it to be 2,700 or even 3,000 feet high (and Orford, at 3,300)! At the time, the



Mountain Maid Steamer at Newport, Vermont

members of the Golden Rule Lodge of Stanstead made the climb June 21st for secret ceremonies. (35)

Several stories about climbing Owl's Head exist, some more famous than others.

In 1861, Anthony Trollope, the popular English novelist, and great rival of Dickens, en route through Quebec, was advised to visit Lake Memphremagog. This is how this master of irony and humour described things:

"I have seldom been in a house (Mountain House) that seemed so remote from the world, and so little within reach of doctors, parsons, or butchers... But in spite of its position the hotel is well kept, and on the whole we were more comfortable there than at any other inn in Lower Canada... The one thing to be done at the Mountain House is the ascent of the mountain called the Owl's Head... unless fishing be considered an active enterprise. I am not capable of fishing, therefore we resolved on going up the Owl's Head... 'I doubt if the lady can do it', one man said to me.

I asked if ladies did not sometimes go up. 'Yes; young women do, at times,' he said. After that my wife resolved that she would see the top of the Owl's Head, or die in the attempt."

Leaving for the climb after lunch, the Trollope couple reached the summit without incident at 5:30 in the afternoon, following the well plotted trail amongst trees, without recourse of guides, *"whereas in Europe a traveller is not allowed to go a step without one"*. After a brief time gazing at magnificent countryside, the couple began their descent, however sudden torrential rains made their return difficult. Worried, some hotel guests left with lanterns to light the darkness, to search for the couple. (36)

When the Governor General of Canada, Richard Monck, came to Bishop's University in

July of 1864 to receive an honorary doctorate, he pushed onto Georgeville, thence to the Mountain House and further to Newport. Lady Monck writes of the occasion in her journal:

"The drive was too beautiful, the angry wind-clouds over the deep blue mountains, the dark green 'forests primeval', and the blue lake; it was all like what one might dream of in an inspired moment, but rarely see in real life... Dick, Mr. Galt, and Captain Pem. had gone up the Owl's Head mountain, at the foot of which this inn is; Mr. G. and Captain P. failed, but Dick triumphed. I send you a wild flower he brought from the top. The Owl's Head is very high and steep, and the day was so hot. It was very nice sitting reading in the summer-house, or sitting talking on the hillside... Captain Pem. wanted to row me about the lake, but I was afraid he might upset me in the dark; or Dick said I should be afraid. (37)

In 1864, a guide book, produced in Boston, lays out the path from the hotel to the summit: Shelter Rock, High Rock, a little stream, Old Field (wildflowers and berries), a maple grove, Fern Hollow (a fern lined basin), Fern Rock, Toll Gate.

One well might ask what a toll gate is doing here. In fact, the passage was too narrow for hooped skirts with crinolines. Ladies were forced to abandon the willow hoops worn under their skirts. Undoubtedly this met with some amusement! To avoid such indelicate offense to Victorian prudishness, ladies were advised to instead wear that zenith of New England elegance – none other than bloomers!

The guidebook cautions that the climber should not forget a little tin cup to drink from the mountain spring. The climb continued past Breakneck Stairs, Weary Toe Steps, Jenny's Staircase, Refreshment Hollow up to Giant Staircase near the summits, from where, on a clear day, one could see Montreal, Mount Washington and Lake Willoughby. (38)

So there it is – that which prompted the invention and the development of popular tourism of the heart of the Townships until 1920, before the automobile changed the link of vacationers to the regional space.

From now on, more individualistic, more on the lookout for small roads and unknown lakes, they shunned rail service and steam boats little by little, preferring to have their cottage, and their own boat. The financial crisis of the 1930's dealt fatal blow to the commercial organization of mass tourism and definitely distanced the American tourist. Another era was about to begin when the Eastern Townships Autoroute opened the area to winter tourism and skiing. But that is another story. (39)

Tourism for the privileged, this tourism before the automobile? Yes and no. Because during these years between 1860 and 1920, leisure caught up to the lower middle class, the working class, even labourers and farmers. The cost of the same excursion was put increasingly within the reach of the modest budget precisely because in this mass clientele, lay bonus profits for the rail lines and steamers.

According to reports, regattas organized at Georgeville in June 1886 drew crowds of between 7,000 to 10,000 persons. In July of 1887, the hotels of Georgeville turned guests away. Every place was full. Activities of the same nature in North Hatley between 1895 and 1910 also drew thousands of spectators. The term 'mass tourism' is not exaggerated and includes, without a doubt, many other social groups than the ultra wealthy upper class American or Montrealer. (40)

Paradoxically, it is after 1920 that mass tourism fades from the region and that the remarkable organization of hotels, steamers, and trains disappears. The wealthy remain, with their automobiles and deluxe summer

homes. From then on, those of more modest means will pass their leisure time in cities themselves or in nearby parks such as Mount Royal in Montreal or Victoria Park in Sherbrooke.

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Notes

1. A first version of this text was presented in a conference given in French on April 14, 2009.
2. On history of tourism and its beginnings, see: Marc Boyer. *Ailleurs. Histoire et sociologie du tourisme*, Paris, L'Harmattan, 2011, 304 p.
3. The result of this first survey was presented on a map entitled: *A Plan of the Division Line between the Provinces of New York and Quebec, in the 45th Degree of north Latitude. Survey in the Year 1771 and 1772 by Thomas Valentine and John Collins*. Antique Maps, New-York, 2004.
4. Joseph Bouchette. *General Report of an Official Tour through the New Settlements of the Province of Lower Canada*, Québec, 1825, appendix F.
5. On the beginnings of the settlement of the Township of Potton, see: Catherine Mathilda Day (born Townsend). *History of the Eastern Townships, Province of Quebec, Dominion of Canada...*, Montreal, Lovell, 1860, 475 p., p. 280-286. Ernest M. Taylor. *History of Brome County, Quebec...*, vol. I, Montreal, Lovell, 1908, 288 p., p. 238-276.
6. From 1793, Moses Copp would have organized a rudimentary ferry using a raft, from Georgeville to the opposite shore.

- Around 1829, a 'horseboat' was put into service, used only in summer until the beginning of the 1850's, captained by John C. Tuck. (*Stanstead Journal*, May 25, 1849), in: William Bryant Bullock. *Beautiful Waters*, devoted to the Memphremagog Region..., Newport (Vt.), 1926, 239 p.; p. 24-25 speak erroneously, in our opinion, of a 'houseboat'.
7. *Information respecting the Eastern Townships of Lower Canada, addressed to Emigrant's and Others in Search of Lands for Settlement*, Sherbrooke, Walton & Gaylord, 1836.
 8. "(...) beautiful scenery, soil good, particularly for grazing", in: *Extracts from Letters written during a First Year's Residence in the Eastern Townships of Lower Canada*, London, 1837, p. 9.
 9. *Love strong as Death, Lucy Peel's Canadian Journal, 1833-1836*, J.I. Little, ed., Waterloo (Ontario), Wilfrid Laurier University Press, 2001.
 10. *Montreal Gazette*, October 3, 1837, p. 2.
 11. P.H. Gosse. *The Canadian Naturalist. A Series of Conversations on the Natural History of Lower Canada*, London, 1840, 372 p.
 12. Henry Taylor. *Journal of a Tour from Montreal thro' Bertier and Sorel to the Eastern Townships of Granby, Stanstead, Compton, Sherbrooke... to Port St. Francis*, Québec, 1840, 84 p.
 13. Taylor, *op. cit.*, p. 28-41.
 14. Taylor, *op. cit.*, p. 44.
 15. His sepia washed sketches were drawn in the Eastern Townships in the summer and fall of 1838. The engravings were published in London in 1842.
 16. Victoria Baker. "L'art et les artistes des Cantons de l'est (sic), 1800-1950", in: *L'art des Cantons de l'est, 1800-1950*, Sherbrooke, 1980, p. 12.
 17. *Ibid.*, p. 11-19. Charles de Volpi & P.H. Scowen. *The Eastern Townships. A Pictorial Record*, Montreal, 1963.
 18. "On the Boundary Line", *Harper's Magazine*, 1874, p. 305-335.
 19. Zadock Thompson. *Guide to Lake George, Lake Champlain, etc.*, Burlington, 1845. H.S. Tanner. *The traveller's Handbook for the State of New York, the Province of Canada and parts of the adjoining States*, New York, 1845. Robert W.S. Mackay. *The Traveller's Guide to the River St. Lawrence and Lake Ontario*, Montreal, 1845; *The Canadian Guide Book*, Montreal, 1849. W. Williams. *The Traveller's and Tourist's Guide through the United States of America, Canada, etc.*, 1851; *The Monthly Railway and Steam Navigation Guide for British North America*, Montreal, 1853.
 20. S.B. Beckett. *Guide Book of the Atlantic and St. Lawrence and St. Lawrence and Atlantic Railroads*, Portland, 1853. See as well: *Guide from Montreal and Quebec to the Eastern Townships of Lower Canada and to Portland (Maine)*, Montreal, H. Ramsay, 1853, 42 p.
 21. S.B. Beckett, *op. cit.*, p. 148-150 (our translation from the French article, since it was impossible to find the original English text).
 22. H.B. Small & J. Taylor. *The Canadian Handbook and Tourist Guide*, Montreal, 1866. See as well: *The Canadian Tourist*, Montreal and Toronto, 1856, which mentions Georgeville, Lake Memphremagog and its mountains (the Switzerland of Canada), especially Owl's Head – 'the mountain to climb!'
 23. John Ross Dix. *A Hand Book for Lake Memphremagog*, Boston, 1864. Henry M. Burt, *The Wonders and Beauties of Lake Memphremagog, the Great Summer Resort of New England* (sic), Springfield, 1872.
 24. Around 1910, the Canadian government established, by means of triangulation, the altitude of Mount Orford to be 2,800' and that of Owl's Head at 2,450'.

25. Samuel June Barrows. *The Shaybacks in camp: ten summers under canvas*, Boston and New York, 1888.
26. *Stanstead Journal*, June 29, 1876; August 9, 1888 (Cedarville). B.F. Hubbard. *Forests and Clearings. The History of Stanstead County...*, Montreal, Lovell, 1874, 367 p., p. 44-45. William Bryant Bullock. *Beautiful Waters*, *op. cit.*, p. 85-88.
27. Timetable published in: *Stanstead Journal*, September 4, 1873.
28. *Stanstead Journal*, "Bolton Springs", July 19, 1888. Many details in: "Potton Springs revisited" (2002) at www.townshipsheritage.com.
29. *Stanstead Journal*, "Steam Ferry Minnie", May 13, 1880; June 16, 1881.
30. *Stanstead Journal*, June 3, July 1st and 22, 1886.
31. *Stanstead Journal*, July 27, 1876.
32. *Stanstead Journal*, May 6, 1880, June 2, 1881 and following issues; September 8, 1887.
33. *Stanstead Journal*, April 9, June 25, 1885.
34. Timetables in: *Stanstead Journal*, June 30, 1853, July 1st, 1858.
35. For the altitudes of the mountains, see note 24.
36. Anthony Trollope. *North America*, volume I (1862), Chapter 4.
37. Frances E.O. Monck. *My Canadian Leaves. An Account of a Visit to Canada in 1864-1865*, London, 1891, p. 44-54.
38. John Ross Dix. *op. cit.*, p. 34-37.
39. On vacations on Memphremagog after 1920, see: William Bryant Bullock. *Beautiful Waters*, *op.cit.*
40. Regattas on Lake Memphremagog: *Stanstead Journal*, June 24, 1886.



Owl's Head Landing.

Owl's Head Landing.

Lady of the Lake about to land.

Photo: Picturesque America – D. Appleton