THE LADY OF THE LAKE AND HISTORIC TOURISM IN THE LAKES REGION OF NEW HAMPSHIRE

by

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ABSTRACT

THE LADY OF THE LAKE AND HISTORIC TOURISM IN THE LAKES REGION OF NEW HAMPSHIRE

Stephanie Laura Poole

This thesis documents the study of the wreck of the Lady of the Lake, a side-wheel paddle steamboat located in the Lakes Region of New Hampshire. This vessel was constructed in 1848 for the purpose of transporting people and goods between the towns around Lake Winnipesaukee. A thorough non-invasive survey of the wreck site resulted in the documentation of a previously undocumented wreck and a site plan detailing the vessel’s current condition. Historical documentation was examined and research was done to reconstruct the life and operation of the vessel and to situate the Lady of the Lake in the broader landscape of New Hampshire. The growth of the tourism industry in the Lakes Region of New Hampshire is the main focus detailing how the Lady of the Lake played a role in the 19th century transportation and tourism industries of New Hampshire.
CHAPTER I
INTRODUCTION

The Lakes Region of New Hampshire is an area of great beauty with a rich history surrounding Lake Winnipesaukee. For as long as people have been making their homes on the shores of Lake Winnipesaukee, a mode of transportation across the lake was desired. Early transportation relied on manpower such as canoes or wind power to transport people and goods across the lake. During the early 19th century, the lakeside communities began to grow, increasing the need for a more efficient means of transportation. Steam power was able to fill the transportation needs of the growing community with the development of steamboats. The Lady of the Lake was an impressive side-wheel paddle steamboat that operated on Lake Winnipesaukee from 1849 to 1893. She was eventually displaced by the arrival of new technology in the form of larger, faster vessels. In the eyes of her owners, the Lady of the Lake had outlived her usefulness and she was scuttled and sunk in Glendale Bay where she currently rests today.

The research described in the following chapters attempts to answer two main questions concerning the operation of the Lady of the Lake on Lake Winnipesaukee in the Lakes Region of New Hampshire. How did the Lady of the Lake contribute to the growing tourism industry in the Lakes Region of New Hampshire? This question provided a focus for the research centered on the side-wheel paddle steamboat Lady of the Lake. The question of how the vessel fit into the ever-developing landscape of Lake Winnipesaukee was also addressed by examining the vessel as an icon on Lake Winnipesaukee both during the time it was fully operational and after it was decommissioned and scuttled. The following pages detail the study of the Lady of the Lake.
Chapter two details the historical research that was done to piece together the history of the *Lady of the Lake* and the development of the tourism industry in the Lakes Region of New Hampshire. In chapter three the origin of the tourism industry in New Hampshire is discussed. It outlines the rise of interest in visiting areas of natural beauty in the early 19th century specifically in the White Mountains and Lakes Region of New Hampshire. The development of the railway system and its connection to the growing tourism industry in the state is also discussed in this chapter. Chapter four outlines the evolution of the vessels that were used to travel and transport goods across Lake Winnipesaukee leading up to and including the appearance of the steamboat. Also emphasized is the ever-present need that existed for a reliable way to transport people and goods around the lake, especially as the populations of the lakeside communities grew. Chapter five describes in detail the operating career of the *Lady of the Lake* from conception, to scuttling, to her continued existence as a popular recreational dive site in Lake Winnipesaukee. Also discussed in this chapter is the rivalry that existed between the two prominent railroads in New Hampshire during the 19th century, the Boston, Concord, and Montreal Railroad and the Boston and Maine Railroad. Emphasized is the relationship between the operation of the *Lady of the Lake* and the major role she played in the rivalry between these two railroads. Landscape theory is used in chapter six to explain how humans shaped their landscape by building a framework for a growing tourism industry and how in turn the landscape shaped people’s view of the area inspiring the growth of tourism. The archaeological methods employed to accomplish the research and the field work on this vessel is outlined in chapter seven.
Chapter eight concludes this document with an explanation of the significance of this study and the importance of the documentation of this vessel.
CHAPTER II

HISTORICAL METHODS

Historical research was conducted to reconstruct the wider historical landscape in which the *Lady of the Lake* operated. The general history of the vessel was documented through newspaper clippings and historical documentation. Historical research focused on the role of the *Lady of the Lake* in the growing tourism industry of the New Hampshire White Mountains and Lakes Region. Time was spent at the Winnipesaukee Historical Society looking at pictures, newspaper articles, and period postcards depicting the *Lady of the Lake* surrounded by the bustling activity of Lake Winnipesaukee. The local town libraries were scoured for information on area history. The Wolfeboro Public Library’s “New Hampshire History” section was an excellent source of local history. Historical documents regarding the *Lady of the Lake* were found at the New Hampshire Historical Society located in Concord, New Hampshire. Original broadsides advertising the operation of the *Lady of the Lake* along with the original surveyor’s certificate documenting the construction of the vessel were found in the archives of the Historical Society.

A day was spent at the New Hampshire State Library scanning through the archives of historical newspapers on microfilm to find articles that were related to the existence and operation of the *Lady of the Lake*. Articles addressing the growing tourism popularity of the area were also noted. Historical tourism books were located and requested from larger libraries through the interlibrary loan system. The historical documents, newspaper articles, and historical tourism books were used to piece together the history of the vessel and how it functioned within the developing tourism industry. The following is the result of the
collected historical research which chronicles the life and operation of the *Lady of the Lake* on Lake Winnipesaukee.

Archaeological field work was done in addition to the historical research to reconstruct the life and operation of the *Lady of the Lake*. A dive team of six people spent eight days documenting the *Lady of the Lake* in a non-invasive survey. The vessel was documented through photographs, video recording, and measurements that resulted in the construction of a comprehensive site plan.
CHAPTER III
THE ORIGIN OF THE TOURISM INDUSTRY IN NEW HAMPSHIRE

New Hampshire, with its spectacular White Mountains and breathtaking Lakes Region, has been a popular tourist destination for many years. In the early 19th century, privileged tourists would venture into the “wilderness” of New Hampshire on horseback or by horse-drawn coaches. The interest generated by these travelers compelled the people of New Hampshire to foster this industry and develop it into a substantial money-making venture.

What began with a few horse drawn coaches eventually became a full-blown endeavor incorporating a complex network of railroads and steamboats, moving people and goods throughout the Lakes Region of New Hampshire. This booming tourism industry funneled money into the lakeside communities, providing for the area’s growth and prosperity. The groundwork for this tourism industry that was laid during the 19th century is still seen today in the modern economy of the region. Tourism continues to bring substantial amounts of money into the New Hampshire economy every year.

Although tourism and the desire to experience picturesque scenery had become well established in Europe in the last quarter of the 18th century, this phenomenon did not explode in America until the 1820s and 1830s (Sears 1989:3). Many factors are involved in making tourism a success in any location, including a population with the money and time to travel, a means of transportation that is reasonably safe and comfortable, hotels or other commercialized infrastructures, and effort put into advertising and marketing of the targeted tourist area (Bassett 1987). People have to be made aware of the existence of places through the art or writings of other travelers and be persuaded to venture from their
homes to visit the locations about which they had heard (Sears 1989:3). Beginning in the 1820s, American artists depicted American tourist attractions in their work, and writers described their visits to the attractions. The popularity of these works gave the locations value and spurred people to visit these attractions themselves (Sears 1989:5).

The desire to travel was not the only reason for people to leave their homes in the early part of the 19th century. As the cities grew and became densely populated, the lack of sanitation created an environment which fostered deadly bacteria, spawning the typhoid, typhus, and cholera epidemics of 1837, 1842, and 1832 respectively (Zinn 2003:218). The wealthy had the means and the incentive to flee the cities during the early part of the 19th century. Not only was the idea of traveling to places of natural wonders enticing, for some it was a necessity. To escape the devastation of these epidemics, those who could afford to left the cities in pursuit of the cleaner air, water, and wide open spaces of the underdeveloped northeastern United States, specifically the New Hampshire area. Advertisements began to appear in the 1820s urging all those who valued their health to spend some time taking in the picturesque scenery of New Hampshire and reaping the health benefits (Garvin 1988:166).

Many people who had the means to travel did so in a tourist capacity. Wealthy people have always had the means to pay for space in a desirous location which might have been out of reach for the working class (Bassett 1987). In the early 19th century, changing conditions allowed people to begin to tour the northern United States. The construction of roads and turnpikes led to improved stagecoach service and opened up hard-to-reach areas of the country. The use of the steam engine paved the way for railways and steamboats which could provide faster and more reliable transportation. Each advancement in
transportation technology made tourism possible by encouraging the development of the urban, commercial, and industrial centers of the country and allowing the growth of a middle class with the means for leisure travel. Booming transportation technology also provided tourists with greater comfort and efficiency when traveling (Sears 1989:4). In 1828, James Kirke Paulding wrote “The wonderful facilities for locomotion furnished by modern ingenuity have increased the number of travelers to such a degree, that they now constitute a large portion of the human family. All ages and sexes are to be found on the wing” (Sears 1989:4).

During the 1820s, set tourist routes began to appear in the northeastern United States. New businesses that catered exclusively to tourists developed as enterprising individuals took advantage of the influx of travelers. The establishment of these routes marked the official beginning of the commercial tourist industry in the United States (Brown 1989:14). The “American Grand Tour” quickly became a popular route for travelers in the north east and consisted of the wonders of the Hudson River, the Catskills, Lake George, the Erie Canal, Niagara Falls, the White Mountains, and the Connecticut Valley (Sears 1989:4). This tour was considered very fashionable and brought the well to do to the White Mountains of New Hampshire.

As people began to venture north, they found growing industry nestled among the dramatic scenery of New England (Brown 1995). Tourism often became popular in areas of increased industrial and technological growth; however, in some places tourism did not follow industrial growth, but helped to promote it, as was the case in New Hampshire. People who visited New Hampshire in the early 19th century found a land that bordered on
wilderness. There were no accurate maps of the area and the available accommodations were primitive (Brown 1995:4).

Early tourists were attracted to the natural beauty that New Hampshire had to offer. Dr. Timothy Dwight, president of Yale College, was one of the earliest tourists to visit Lake Winnipesaukee in 1813. It was Dwight’s habit to spend his vacations travelling by horseback, after which he would publish the stories of his travels (Chamberlain 1928:164). The lakes, mountains, and wilderness provided city dwellers with an escape into a seemingly untouched, pristine landscape. This frontier on the verge of wilderness, over time, developed a booming tourist industry as a result of the demand of travelers who required transportation and accommodations while on their journey (Brown 1995). The growing tourist industry transformed the New Hampshire landscape by building upon its complex network of trade routes.

The Tenth New Hampshire Turnpike through Crawford Notch opened in 1803, producing a marked increase in the volume of traffic through the White Mountain area (Figure 1) (Bradford and Grich 1841). The development of this turnpike allowed access to parts of New Hampshire that were otherwise difficult to reach (Tolles 1998:29). From the opening of the turnpike, the traffic through Crawford Notch continually increased, and by the 1820’s farmers would form long caravans all year round to transport their goods along the turnpike (Purchase 1999:7). The few permanent residents of the area began to respond to the increased tourist traffic by building accommodations for the travelers. This was an effort to both entertain the tourists who came through and encourage a steady increase in the number of travelers (Kilbourne 1916:155). Entrepreneurial businessmen sought to attract wealthy tourists to their inns (Purchase 1999:2). The number of travelers gradually
increased as people became aware of the existence of the grand scenery that could be found in New Hampshire (Kilbourne 1916:155). Hay wagons were transformed into makeshift stagecoaches as it was discovered that hauling people could be profitable (Lane 1992:31). Forward-thinking businessmen saw that the transportation of tourists would generate a large amount of revenue in New Hampshire. A decade later, people would have the same realization about water travel, and steamboats would begin to appear on Lake Winnipesaukee to transport goods and tourists across the lake.

Eleazer Rosebrook constructed a two story inn to serve the travelers who would be using the turnpike (Purchase 1999:7). The Rosebrook’s inn was the “first house for summer visitors ever kept in the mountains” (Tolles 1998:30). This was the beginning of what would become a thriving tourist industry of the Lakes Region and White Mountains of New Hampshire.
Hampshire. Ethan Allen Crawford, grandson of Eleazer Rosebrook, recognized that there was money to be made in the White Mountains.

When Crawford acquired the inn, it was mainly visited by farmers and merchants en route to sell their goods. However in 1818, small groups of travelers began to arrive in the area with the intention to climb Mount Washington. This effort was made difficult by the thick brush that covered the mountain slopes. After the third group came through in 1819, Crawford decided to cut a path through the woods making the trek easier for visitors. The established path was advertised and more visitors soon began to show up. The number of visitors grew so rapidly that the established inn was no longer sufficient to accommodate the growing demand. Mattresses had to be placed on the floor, and at times, Crawford’s wife would give up her own bed so that their guests would be comfortable (Purchase 1999:26).

Crawford spent 20 years constructing better roads and improving the accommodations to attract tourists. In 1833, the Crawfords reported accommodating 75 guests in one night (Purchase 1999:26). By 1837, so many tourists were coming to the White Mountains that Crawford’s business had to be run on so large a scale he could no longer maintain the inn himself and he had to sell out to the railroad and the upcoming grand hotels (Purchase 1999:25).

The Willey Disaster: A Catalyst for Tourism

Small groups of tourists began to visit the White Mountains in the early 1820s to escape the daily grind of urban life. A disastrous event on August 28, 1826, in which a landslide killed the entire Willey family, paradoxically spurred the interest of tourists by
proving that the White Mountains preserved nature in its original pristine state (Purchase 1999:4). Curiosity, awe, and advertisements inspired people from all over the country to visit the site of the Willey House, which was untouched, exactly as it was the night the Willey family fled in a futile attempt to escape the landslide (Garvin 2006:10). Aware of the impending danger, the Willey family ran from their home thinking they would have a better chance of survival outside the confines of their house; however, the one thing that was untouched by the devastation of the landslide was the Willey’s home.

News of the victims of the landslide spread quickly and received extensive coverage in the New England Press (Sears 1989:74). Depictions of this disaster appeared in literature, paintings, drawings, engravings, travel writing, memoirs, local histories, newspapers, and scientific journals (Purchase 1999:1). New Hampshire tourist and travel authors took advantage of the publicity surrounding the disaster by featuring it in travel guides. One such travel guide from 1846 discussed the Willey House by stating “The Willey House is indeed there, it is indeed spared and is allowed to make part and parcel for the establishment. John C. Davis has purchased the place and is making extensive arrangements to accommodate the public with every comfort and convenience requisite for their enjoyment” (Jordan and Wiley 1846:44). In the fall of 1826, hundreds of people flocked to the area to view the site of the Willey Disaster (Gosselin 1995:40). All of the publicity surrounding the tragedy helped to develop the idea of scenic tourism while Americans were inspired to travel to the White Mountains to view the site about which they had read (Garvin 2006:10).

Before the 1826 disaster, few people considered America to possess sublime landscapes like those found in other parts of the world. The grandeur and force of the
Willey landslide made people aware of the beauty that existed in their own country and inspired tourists to venture to the White Mountains of New Hampshire to experience the natural beauty of the landscape (Purchase 1999:2). In the following years, the number of people who visited the White Mountains increased making the Willey House in the White Mountains of New Hampshire one of America’s first major tourist attractions (Sears 1989:74).

As transportation costs fell and America’s urban population increased, people of modest means were able to go on excursions (Sears 1989:10). The number of people who were employed in cities increased as did the idea of a need for a time of rest and relaxation. Because of this employment, the average person could now afford to take a summer vacation. It was not long before the notion of a summer vacation became common in most households. People who spent their lives working in crowded cities desired to vacation in less crowded areas where they could enjoy the natural beauties of the world and escape the anxieties of daily life (Wilson 1967).

In the early part of the 19th century, tourists would pass through the area relatively quickly, only staying a few days to see the sights before moving on to their next destination. However, this practice changed in the late 1830s as people began to spend longer periods of time in one vacation spot. Some would spend the entire summer season surrounded by the landscapes of New Hampshire or at least make a return trip to their favorite spot every year (Kilbourne 1916:156). By the 1850s, the number of American and European artists who toured each summer in New Hampshire was growing. The artists interpreted the scenery in a way that appealed to and attracted tourists. Their work inspired people to travel to New Hampshire to view the natural beauty of the area (Garvin 2006:11).
The Arrival of the Railroads

In the early 1830s, when the railroads first began appearing in New Hampshire and acquiring land on which to build, some people did not believe that the benefits of the railroad would be worth the land that was lost. However, the state government recognized the power and potential of the new transportation system (Heffernan and Stecker 1986:151). Before this time, the remote New Hampshire areas were only accessible by foot, horseback, or stagecoach. The introduction of the railroads to the New Hampshire area opened up the wilderness to increased trade and tourism opportunities. The railroads were not initially intended as accommodations for tourists, but rather as commercial conduits between the port cities and the northern hinterlands (Brown 1995:49).

Although tourism was not the intention of the railroads, they significantly contributed to the tourism industry of the area. The arrival of the railroads aided in turning tourism into a big business in New Hampshire. The railroads would take the tourists to the edges of the scenic areas and from there stagecoaches and steamboats would be utilized to reach specific destinations (Brown 1989:49). The family-run inns and taverns were no longer sufficient and the need for expansion was recognized. The commercialization of tourism quickly resulted in larger hotels designed specifically for the comfort of the tourists (Purchase 1999:31). By 1851, something akin to standardized hotels began to appear in the White Mountains, making significant advances toward mass tourism (Purchase 1999:34). The appearance of hotels indicated a new level of luxury and sophistication for the travelers and tourism in New Hampshire became more systematic and refined (Purchase 1999:31).
The New Hampshire tourism industry which had been measured in hundreds of people, quickly increased to tens of thousands of visitors after 1851 (Gosselin 1995:42).

The increasing wave of tourists to the White Mountains in the first half of the 19th century also meant a growing tourism industry in the Lakes Region of New Hampshire. The State of New Hampshire and the railroad companies sought to encourage the budding tourism industry in an effort to boost the local economy and encourage further development of New Hampshire’s railroad network (Mulligan 1995:198). The railway lines that began to appear in New Hampshire in the 1830s were popular with tourists because they were the epitome of speed and comfort for the time. One of the main railway routes leading to the White Mountains was a line that ran north from Boston and passed through Concord, Gilford, Meredith Bridge, Meredith, and Center Harbor before it continued north to the mountains. Stops were made in these towns so tourists could disembark to enjoy the scenery of Lake Winnipesaukee before they continued on their way (Jordan and Wiley 1846:29). The Lakes Region of New Hampshire was able to cater to not only the tourists who passed through on their way to a different destination, but also to the tourists who sought out Lake Winnipesaukee as a vacation destination. The railway lines increased the tourist potential of the Lakes Region and opened up the southern shores of Lake Winnipesaukee to recreation and the building of summer homes (Philbrook 1989:13).

The Lakes Region was the desired destination of two competing railroad companies in the mid-19th century. The Cocheco Railroad, a subsidiary of the Boston and Maine Railroad, and its rival, the Boston, Concord, and Montreal Railroad, both had this area in mind as the railroads were expanding. In 1847, The Cocheco Railroad started construction intending to connect the town of Dover with the town of Meredith Bridge; however, it had
only gotten as far as Alton Bay when it ran out of money in 1851. Meanwhile, the Boston, Concord, and Montreal Railroad had finished a line which reached all the way to Meredith Bridge by 1848 and continued on to Lake Village. The addition of the Boston, Concord, and Montreal line to Lake Village allowed people to travel between Lake Village, Concord, and Boston with relative ease and comfort. Stagecoaches left the stations every day bound for the towns in northern New Hampshire, Vermont, Canada, and northern Maine. This development was met with great enthusiasm allowing people easy access to the surrounding areas (Mulligan 1995:174).

In order to keep business alive, it was important for the two competing railroads to steal business away from their competition. Normally, this would mean improving their services and their rail lines. However, Lake Winnipesaukee’s size and central location in the Lakes Region could not be ignored as a potential resource to increase revenue for the railroads. The railroad officials recognized this potential and capitalized on the growing commercial value of pleasure travel on the lake, while also being aware of the profits to be made by moving freight across the lake (Mulligan 1995:174).

The advent of the railroad increased the demand for steamboats on Lake Winnipesaukee. Steamboats were employed by the railroads to transport people and goods across the lake to the various towns around the perimeter. They served to move lumber and freight across Lake Winnipesaukee. Steamboats were needed to tow logs to sawmills as this was more efficient than transporting them on a horse drawn wagon. Later, with the rise of the tourism industry, the steamboats also served as connecting links to the towns and summer residences on the shores of the lake (Blackstone 1969). When the tourists first arrived in New Hampshire, steamboats and stagecoaches were the primary links between
the towns in the Lakes Region and the continued journey to the White Mountains (Garvin 2006: 12). In his guidebook *The White Hills, Their Legends, Landscapes, and Poetry*, Thomas Starr King wrote about the beauty of Lake Winnipesaukee and the steamboat operation in the area.

The points of rest on the boarders of the lake are Center Harbor and Wolfeboro. Steamers ply to and from these points, from the railroad stations at Alton Bay and Weirs several times a day. Thus, when the weather is pleasant, persons may pass the larger part of the day on the lake…The steamer stays over night at Wolfeboro, and not infrequently an excursion is made to see the lake by moonlight (King 1860:61).

King discussed the routes the 19th century travelers would have taken while touring the White Mountain area. He stated that tourists would have approached the mountains by crossing Lake Winnipesaukee by steamer and then continuing their journey by stagecoach (King 1860:52). This is the route Samuel Adams Drake took on his journey to the White Mountains. He later wrote that he approached Lake Winnipesaukee from the east, gliding swiftly across the lake from Wolfeboro to Center Harbor on board a steamboat, and then continuing by stage and rail to the mountains (Drake 1882:2,8-9). People flocked to the steamboats as a mode of transportation because it was faster, more comfortable, and cheaper to travel or transport goods on water rather than by oxen or horse drawn vehicles (Blackstone 1969).

In addition to the transportation of tourists, the steamboats served to take the residents of the area on recreational excursions to other points of the lake.
The revenue collected from the picnicking residents served to augment the earnings from the regular passenger service, and over time the demand for resident transportation increased to such an extent that boats specifically dedicated to this purpose were required (Blackstone 1969).
CHAPTER IV
HISTORY OF BOATING ON LAKE WINNIPESAUKEE

Lake Winnipesaukee inspired people to use it as an avenue of transportation and freight shipment long before the steamboat appeared on its waters. The numerous bays created by the irregular shoreline served as excellent harbors for the transportation of passengers and freight (Parker 1898:508). The first settlers in the area used canoes to transport freight across the lake during the warm months and used hand sleds during the winter to cross the frozen water (Parker 1898:509). Water travel was an advantageous means of transportation because it was fast and convenient (Heald 1968). The vessels used on Lake Winnipesaukee before steam technology was applied included rafts, canoes, and rowboats, followed by the gundalow, a sailing vessel (Blackstone 1969).

The gundalow was a heavily constructed, flat-bottomed keel-boat which carried its cargo on the deck. The schooner-rigged sails provided the propulsion, which limited the effective use of the gundalow only to days when the wind was favorable (Blackstone 1969). If the wind failed, the vessel was also equipped with large heavy oars. The ten man crew would alternate rowing so as not to lose headway (Parker 1898:509). Gundalows were used to carry merchandise between Alton Bay, Meredith, and Lake Village (Blaisdell 1975:18).

Although gundalows were specifically for the transportation of freight and did not advertise a passenger service, they did do a limited passenger business at fifty cents for a first class passage on the deck of the boat (Blaisdell 1975:19). Even at the turn of the 19th century, some people were willing and able to pay a fare for passage across the lake. This sum did not comprise the majority of the profits of the gundalows, but it did make up a
minor component of the revenue. The gundalows were very slow and labor intensive, so they were quickly phased out as new boating technology arrived on Lake Winnipesaukee.

In order for a boat to be effective for transport and the movement of cargo on a regular basis, it had to be more reliable and less weather dependent. As a result of their limitations, the use of sails as a form of propulsion went out of favor on Lake Winnipesaukee after the gundalow trend passed (Blaisdell 1975:18). A more consistent means of transportation was required by the people who had to transverse the lake on a regular basis. The solution to this problem was found when the horse boat was invented.

A man named Patten first conceived the idea of the horse boat when he realized that a lot of money could be made by a person who could operate a boat that could transport freight and passengers regardless of the weather conditions (Blaisdell 1975:19). Patten began the construction of this vessel; however, the construction was finished by John V. Barron and David Parsons in 1838, after which, the craft became a common site on Lake Winnipesaukee (Parker 1898:509). The horse boat was a flat-bottomed barge that was fitted with paddlewheels connected to a treadmill through a series of gears. One or two horses would walk on the treadmill creating power to turn the gears, which resulted in the turning of the paddlewheel allowing the boat to move forward. A paddle for steering was fitted to the back, and a foot-brake allowed the pilot to stop the treadmill when he wished to stop his forward progress (Blackstone 1969).

The horse boat was a more reliable mode of transportation than the gundalow. As horse boats began to operate on Lake Winnipesaukee, the shipment of wood and lumber increased (Blaisdell 1975:20). Horse boats remained in operation on Lake Winnipesaukee
until the late 1870s. In 1870, a horse boat was used to transport wood to be used as fuel by the steamer *Lady of the Lake* (Blaisdell 1975:22).

These forms of transportation were suitable in the days when the population was sparse and the transportation requirements were negligible. However, when the communities began to grow and their needs increased, the demand for a larger, more efficient means of transportation also grew. To meet the needs of a growing population and a growing industry, steam power was introduced to Lake Winnipesaukee.

*Steamboats on Lake Winnipesaukee*

On July 2, 1823, the first attempt to bring steamboats to Lake Winnipesaukee occurred when a group of local men, including Joseph Smith, gathered together as a corporation at Lake Village, New Hampshire (Blaisdell 1975:22). The group desired to build Winnipesaukee’s first steamboat to carry passengers and freight on the lake. The New Hampshire state government granted this group of men the exclusive rights of steamboat operation for a period of twenty years beginning April 1, 1825 (Blaisdell 1975:22). A provision of this act was that Joseph Smith and his associates would have a fully operational steamboat by May 1, 1824, or the act was null and void. It was determined that this time span was too demanding and unrealistic to fulfill, so on June 21, 1825, the time was extended to May 1, 1827. Even with this extension, the deadline passed without the production of a steamboat (Blaisdell 1975:22). It was 1832 before an attempt to build a steamboat on Lake Winnipesaukee was successful.

In 1830, Stephen C. Lyford and Ichabod Bartlett formed a stock company with the intent to produce a steamboat (Bowers 1996:478). By 1832, the construction of the Lakes
Region’s first steamboat had begun. The progress of construction was slow because at 96 feet/29.26 meters in length, it was the largest vessel ever to be attempted by any of the previous local boat builders (Heald 1984). The steam engine used to power the vessel was taken from a sawmill; however, it was considered to be too small for the intended use on the boat (Bowers 1996:478). The boat was successfully launched in June of 1833 and was christened the Belknap (Blackstone 1969). Winburn A. Sanborn was the captain of the Belknap. He would later go on to be one of the captains of the Lady of the Lake (Parker 1898:510).

The use of this new technology on Lake Winnipesaukee was impressive. The size and speed of this vessel was something that had not been seen on the lake at that time. The engines of the Belknap were just powerful enough to keep her steady in a strong head wind. With a favorable tail wind, she could make the trip across the lake from Alton Bay to Center Harbor in six hours with a top speed of six to eight miles per hour (Chamberlain 1928:161). The captain and crew experienced difficulty in navigating the Belknap through the Weirs channel into Lake Winnipesaukee due to her unwieldiness and excessive size (Chamberlain 1928:161). It took a week to drag the vessel through the rock filled channel at the Weirs to reach Lake Winnipesaukee (Bowers 1996:479).

Although intended to be primarily a freighter, the Belknap also performed regularly scheduled passenger voyages between Lake Village, Alton Bay, Meredith, and Center Harbor for eight years (Mulligan 1995). The Belknap’s passenger service began on July 9, 1834 (Heald 1984). In addition to her regular passenger trips and freight shipments, the Belknap performed towing jobs. The towing jobs led to her demise in October of 1841, when she was caught in a sudden storm while towing a raft of logs. Her engines did not
have the power to compensate for the extra weight of the raft, and she was blown onto the rocks where she sank. A few unsuccessful attempts were made by multiple crews to refloat the Belknap. A final futile effort to refloat her was made by a crew of 40 men on July 4, 1842 (Bowers 1996:479). Ultimately, the boiler and the engine were salvaged and removed. The hull was abandoned where it sank (Blackstone 1969). The hull of the Belknap can still be seen in its final resting place in Lake Winnipesaukee.

With the Belknap out of commission, the horse boats returned to Lake Winnipesaukee as the primary means of transportation. Multiple attempts were made to adapt steam engines taken from sawmills and affix them to the vessels already present on the lake. Eventually, Langdon Thyng decided to apply steam power to one of his horse boats by installing the engine of a locomotive in the hull. He christened the resulting craft the Jenny Lind (Blackstone 1969).

A fleet of steamboats appeared on Lake Winnipesaukee following the advent of the Belknap, and steam boating became a big business endeavor in the Lakes Region (Heald 1968). All of these early steamboats were scow-shaped side-wheelers that were powered by old sawmill or locomotive engines. The Long Island, Dolly Dutton, Mayflower, Naugutuck, Seneca, and the Ossipee were all steamboats included in this category, and all operated on Lake Winnipesaukee (Blaisdell 1975:25). On any given day, the lake was alive with steamboats carrying passengers and freight to all points around the Lakes Region (Heald 1968). Steamboat service generally lasted into the fall until the steamers had to break the ice to reach their winter berths (Parker 1898:515). Although there were multiple private steamboat efforts between 1833 and 1848, no attempts were made to operate steamboats in regular passenger service after the sinking of the Belknap in 1841.
This changed in 1848 when the Winnipesaukee Steamboat Company began their preparations for the building of the *Lady of the Lake* (Blaisdell 1975:28).

In 1848, the New Hampshire legislature granted a charter to organize a company for the purpose of building a steamboat to operate on Lake Winnipesaukee (Caswell 1919). The Boston, Concord, and Montreal Railroad had a particular interest in this venture because the presence of a steamboat on the lake would increase the ability to transport lumber directly across the lake. The railroad would also benefit from an increase in travel during the summer months as a result of the growing value of commercial travel on Lake Winnipesaukee (Mulligan 1995:174). Due to the railroad’s heightened interest in the venture of building a steamboat, the railroad granted the fledgling Winnipesaukee Steamboat Company $5000 to build the steamboat in 1848 (Caswell 1919).
CHAPTER V

LADY OF THE LAKE

By 1848, the infatuation with the use of steamboats on Lake Winnipesaukee was reaching its peak. With the expansion of the Boston, Concord, and Montreal Railroad into the Lakes Region of New Hampshire in that same year, an immediate demand was felt for a way to connect the town of Wolfeboro and the town of Center Harbor by way of Lake Winnipesaukee (Parker 1898). A local newspaper emphasized the need for the connection of the towns around Lake Winnipesaukee by stating “Regular steamboat service across the lake is necessary as a feeder to the railroad” (Laconia Democrat 1894:4).

It was during 1848 that William Walker, of Concord, New Hampshire, arrived in Lake Village for a business meeting with Benjamin J. Cole, owner of the Cole and Davis Manufacturing Company. This thriving company participated in the lumber trade, stove trade, foundry, and machine shop businesses (New Hampshire Democrat 1849:2). This meeting resulted in the establishment of the Winnipesaukee Steamboat Company; the charter was dated June 24, 1848 (Parker 1898:513). All of the capital for the company was raised by local sources (Heald 1984). The first official meeting of the Winnipesaukee Steamboat Company was held at the Cerro Gordo House on September 12, 1848 (Parker 1898:513). The development of this company resulted in making the towns of Lake Village and Gilford, New Hampshire, a ship-building center (Mulligan 1995).

William Walker and Benjamin J. Cole were the driving influences in the construction of the side-wheel paddle steamboat Lady of the Lake. At a meeting held on October 25, 1848, Mr. Walker presented a plan for a steamboat that would be 121 feet/36.88 meters long and 21 feet/6.40 meters at the beam. This plan was accepted as a
prototype for the first steamboat to be constructed by the newly formed Winnipesaukee Steamboat Company, and authorization was given for the vessel to be built (Parker 1898:513). In January of 1849, construction of the steamboat began on a plot of land near the railroad freight depot in Lakeport, New Hampshire (Blaisdell 1975:29). Local lumber was cut from around the lake and supplied by Cole, Davis, and Company for the construction of this vessel.

The *Lady of the Lake* represented many firsts for Lake Winnipesaukee. She was the first boat on the lake to exceed 100 feet/30.48 meters in length, measuring 126.1 feet/38.44 meters from bow to stern with a beam of 35 feet/10.67 meters, (District and Port of Portsmouth 1865) and the first boat to venture away from the scow hull shape in favor of a more streamlined form (Mulligan 1995). The boilers and the engine were built especially for the *Lady of the Lake* (Heald 1984). This was unique because until this point, previously-used engines had been taken from steam engines or saw mills and were converted to be used by the steamboats. Although the *Lady of the Lake* represented a significant advancement in boating technology on Lake Winnipesaukee, a few of the earlier, less refined steamboats remained in operation on the lake. However, their use was confined to infrequent passenger excursions and freight trips (Blaisdell 1975:29). The age of steam had brought a larger and faster vessel to the waters of New Hampshire.

On June 30, 1849, the steamboat *Lady of the Lake* was completed and successfully launched at Lakeport, New Hampshire for a trial run (Blackstone 1969). Hundreds of people gathered from around the state to witness the launching of the steamboat. Many of the spectators expected the vessel to topple over due to its massive size as it slid down the ways to the water. The crowd watched as the shores were knocked away from the hull and
the vessel was allowed to slide down to the water. This event was described as “a graceful glide with not a ripple to mar the occasion” (Blaisdell 1975:30).

Captain William Walker piloted the *Lady of the Lake* while 400 passengers gathered on the decks of the vessel to take part in her monumental maiden voyage from Lakeport to Weirs, and then onto Center Harbor and Wolfeboro (Heald 1968). On July 20, 1849, the Winnipesaukee Steamboat Company’s annual meeting was held onboard the newly launched vessel (Parker 1898:513). This was a proud moment for the company after having produced the largest steamboat ever seen on Lake Winnipesaukee to date. The *Lady of the Lake* had the potential to reach a top speed of 16 miles per hour, which was impressive compared to the Belknap’s 6 to 8 miles per hour.

William Walker had the honor of being the first captain of the *Lady of the Lake*. He was described by his passengers as

> Assiduous in every way to promote the enjoyment of the passengers that all feel themselves perfectly at home while on board. It gives one a sense of ease and luxurious enjoyment merely to look at him, as he walks to and fro or leans over the rail, chatting with the ladies and gentlemen who promenade the deck (*New Hampshire Democrat* 1850:2).

He spent 15 years at the helm before he was succeeded by Captain Eleazer Bickford. A string of captains followed over the course of the functional life of the *Lady of the Lake*. Captain Eleazer Bickford was followed by Winburn A. Sanborn, James Beede, S. B. Cole,
Winburn A. Sanborn again, and finally John S. Wadleigh, who was in command of the vessel until she was retired from service (Parker 1898:514).

A Railroad Rivalry

Although the railroad arrived in New Hampshire in the early part of the 19th century, there were many locations that were unreachable by rail. Travelers had to begin their journey by train and then transfer to a stagecoach or a steamboat to continue on their way. Steamboats were important assets to the railroad companies because they allowed the transportation of passengers and goods across the lake to destinations that could not yet be reached by the trains. Opening up relatively easy access to these destinations allowed the railroad companies to entice more travelers, transport more goods, and acquire more revenue that would have otherwise been unavailable.

Allowing service to as many destinations as possible was imperative because New Hampshire was not under a railroad monopoly. Multiple railroads with competing interests were present in the state and were fighting to improve their service, their popularity, and their bottom lines. The Boston, Concord, and Montreal, and the Boston and Maine Railroads were two distinct and separate organizations with conflicting interests. Each railroad’s primary concern was to ensure business and financial security for itself. Both of the railroads established connections with Lake Winnipesaukee and utilized this resource to their advantage by tapping into the growing tourism industry.

The railroads did not stand alone in the transportation and tourism industries; they were intertwined with the stagecoach lines and the steamboats. As a result of this, it was important for each railroad company not only to have control over their railway lines but
also to acquire supplemental means of transportation such as steamboats. Benjamin A. Kimball, the president of the Boston, Concord, and Montreal railway line, noticed the launch of the *Lady of the Lake* and foresaw that its success could bring the railway large profits from the commercial navigation of Lake Winnipesaukee (Blaisdell 1975:30). The White Mountains of New Hampshire were considered a prime tourist location, and crossing Lake Winnipesaukee was one of the main ways of reaching them (Chamberlain 1928:161). The popularity of the Lakes Region was also growing, providing a large base of business for the *Lady of the Lake*.

The Boston, Concord, and Montreal Railroad Company sought to purchase the *Lady of the Lake* from the Winnipesaukee Steamboat Company shortly after the steamboat’s maiden voyage (Heald 1968). The first captain, William Walker, one of the founders of the Winnipesaukee Steamboat Company and designers of the *Lady of the Lake*, held the controlling interest in the stock of the company. He sold his controlling interest in the company to the Boston, Concord, and Montreal Railroad (Parker 1898). As the vessel changed hands, W. A. Sanborn replaced William Walker as the captain of the *Lady of the Lake* (Blaisdell 1975:30).

From this point on, the *Lady of the Lake* was owned and operated by the railway company. On July 2, 1849, the vessel began her regular passenger service connecting the ports of Weirs, Center Harbor, and Wolfeboro, where she was docked over night at what is known as the Lady Wharf. The passenger department of the Boston, Concord, and Montreal Railroad described the route across Lake Winnipesaukee and stated the importance of the steamers in the transportation system as follows:
The great highway to Center Harbor is over the lake surface, and the route is from Weirs thitherward. The steamers of the lake form part of the Concord & Montreal transportation system, and the important interests they serve with relation to summer visitation in these neighborhoods can hardly be estimated in statement. They traverse the lake in every direction where centers of travel, objects of interest or points for excursion or exploration present themselves, and the sole end and aim of their existence is to minister to the wants and inclinations of the classes just referred to (Passenger Department of the Concord & Montreal R.R. 1891).

Each issue of the local newspapers carried a schedule for the *Lady of the Lake*’s trips around Lake Winnipesaukee (Figure 2). An example of this was shown in the August 13, 1862 issue of the *Granite State News* which stated:

The Steamer *Lady of the Lake* will run as follows: leave Wolfeboro every day (Sundays excepted) at 6 o’clock A.M. for Center Harbor and Weirs. Leave Center Harbor at 7:30 A.M. connecting with train at 8:30 A.M. for Concord and Boston. Leave Weirs for Center Harbor at 12 on arrival of 7:30 A.M. train from Boston, connecting with stages for Conway. Leave Center Harbor for Weirs at 1 P.M. connecting with trains for Boston and New York. Leave Weirs for Wolfeboro at 4:45 P.M. on arrival of the 12 train from Boston (*Granite State News* 1862:3).

After the *Lady of the Lake* began running in connection with the Boston, Concord, and Montreal Railroad, she was used to transport freight from Boston during the summer
season. The *Lady of the Lake* transported all of the Boston freight for two years before any competition appeared (Parker 1898:510). The freight was unloaded during the evenings and early mornings when passenger service was not occurring (Bowers 1996:493).

FIGURE 2. The *Lady of the Lake* schedule for the *Granite State News* (*Granite State News* 1862:3).

The Boston, Concord, and Montreal Railroad used the *Lady of the Lake* as an advertising tool to draw customers to the railway line. Her name, image, or both was prominently featured on the broadsides and posters. During her first operating seasons on Lake Winnipesaukee, the *Lady of the Lake* was a feature unique to the Boston, Concord, and Montreal Railroad. This railway line was the first line in the area to acquire a steamboat to work in conjunction with the trains, and they exploited this unique asset in their advertising.

During the operating season of 1850, the Boston, Concord, and Montreal Railroad published a broadside advertising a fifty percent reduction in the fare for excursion parties of twenty people “wishing to take a trip from Concord to Winnipesaukee Lake and back the
same day by the regular passenger trains” (Boston, Concord, and Montreal Railroad 1850) (Figure 3). “Captain Walker’s beautiful steamer, Lady of the Lake” is featured prominently on this broadside. It seems that the intent of this fare reduction was to bring attention to the Lady of the Lake during its first full season of operation. The offer of a fare reduction might have enticed groups of people to venture to the Lake Winnipesaukee area for day trips.

![Lady of the Lake 1850 Broadside](image)

FIGURE 3. The Lady of the Lake 1850 Broadside (Boston, Concord, and Montreal Railroad 1850).

The railroad continued to expand into New Hampshire opening up new stops along the line. On July 5, 1849, the Boston, Concord, and Montreal Railroad opened to Fogg’s Road, New Hampton. The Lady of the Lake was featured on the broadside advertising this advancement (Figure 4). An expansion of the railway line meant an expansion in the steamboat service (Boston, Concord, and Montreal Railroad 1849).
An early commercial advertisement for the *Lady of the Lake* appeared in the July 12, 1849 issue of the *New Hampshire Democrat* that described in detail the daily operation of the vessel in conjunction with the Boston, Concord, and Montreal train service. The trains arrived at the Weirs allowing the passengers to connect with the *Lady of the Lake* and travel across the lake to Center Harbor to continue their journey to the mountains via stagecoach. The steamer made trips between the towns around Lake Winnipesaukee on a regularly scheduled basis providing passengers with a consistent means of transportation around the lake (*New Hampshire Democrat* 1849:3).

The Boston, Concord, and Montreal Railroad was advertising the addition of an extra train to the normal schedule on Tuesday August 7, 1849, with the specific purpose of
transporting people who were interested in taking a trip on the *Lady of the Lake*. This additional train originated at the Concord Railroad Depot making stops at each station bound for the Weirs to connect with the *Lady of the Lake* (Boston, Concord, and Montreal Railroad 1849).

Once the *Lady of the Lake* became the property of the Boston, Concord, and Montreal Railroad, she became the center of a fierce rivalry between the Boston, Concord, and Montreal and the Cocheco Railroad, a subsidiary of the Boston and Maine Railroad. During her early seasons of operation, the *Lady of the Lake* held the monopoly on Winnipesaukee navigation. She began making regularly scheduled trips across the lake on May 1st, during which she intersected with both trains at Weirs and stopped at Wolfeboro, where she was docked overnight (*New Hampshire Democrat* 1851:3). The *Lady of the Lake* regularly made stops at Center Harbor, Wolfeboro, Bear Island, and Long Island. Later in her career, she would add Diamond Island to her ports of call (Bowers 1996:493). By 1866, Diamond Island had become a regular port of call for the *Lady of the Lake*.

A large Independence Day celebration was advertised to take place on Diamond Island in the June 29, 1866 issue of the *Laconia Democrat*. During this time, the *Lady of the Lake* was scheduled to “run several trips during the day at reduced rates of fair” to accommodate the passengers who wished to attend the festivities. Two extra trains, one in the morning and one in the evening, were scheduled to handle the expected increase in passengers (*Laconia Democrat* 1866:2).

On a regular basis, passengers would travel by train from Boston to Weirs where they would board the *Lady of the Lake* and continue their journey to Center Harbor. From Center Harbor, tourists were able to connect with stage coaches that would take them on to
Conway, New Hampshire, and the White Mountains (Chamberlain 1928:161). The following is a statement encouraging visitors to view the beauty of Lake Winnipesaukee.

The traveler gets off the train at Weirs to take the *Lady of the Lake* across Lake Winnipesaukee. On a regular trip from her deck can be seen some of the more prominent places on the lake but a sojourner at a hotel or boarding house, or best of all, at a shore or island cottage, will get the most satisfaction from a lake trip. If a steam launch is used, one can cruise among the islands and take in the breath taking scenery of Lake Winnipesaukee (Boston and Lowell RR Passenger Department 1887).

The Cocheco Railroad quickly caught on to the advantages of having a steamboat operating in conjunction with the railway line. In 1851, in an attempt to gain some of the profits monopolized by the Boston, Concord, and Montreal Railway with the *Lady of the Lake*, the Cocheco Railroad commissioned the building of the steamer *Dover*, a 150 foot/45.72 meter vessel, to run in connection with the railroad and provide some competition for the *Lady of the Lake*. By this time, the Cocheco Railroad had been completed to the town of Alton. As a result, Alton became the hub of the steamboat *Dover*. This steamboat was launched at Alton Bay on August 18, 1852 and ran between Alton Bay, Wolfeboro, Long Island, Center Harbor, and Meredith captained by W. A. Sanborn, former captain of the *Lady of the Lake* (Blaisdell 1975:31). It was used to transport most of the freight that was carried over the Boston and Maine Railroad bound for Wolfeboro. This
method of transportation continued until the Wolfeboro Railroad was built in 1872 (Parker 1898:510).

By 1860, the steamboat industry on Lake Winnipesaukee was in full swing. The Boston, Concord, and Montreal Railroad used broadsides featuring the *Lady of the Lake* to advertise the excursions on Lake Winnipesaukee. On July 9, 1860, the railroad published a broadside featuring a large image of the *Lady of the Lake* with a large headline announcing “Excursions on Lake Winnipesaukee!” and outlining the trains that ran in connection with the steamboat to entice people to not only use the steamboat as a means of transportation on the way to a separate destination but to also partake in the leisurely trip around the lake on the steamboat, making Lake Winnipesaukee the destination (Boston, Concord, and Montreal Railroad 1860) (Figure 5).

![Excursions on Lake Winnipesaukee Broadside](image)

FIGURE 5. The *Lady of the Lake* 1860 Broadside (Boston, Concord, and Montreal Railroad 1861).
E. Bickford replaced W.A. Sanborn as the captain of the *Lady of the Lake*, and a rivalry was born between the Boston, Concord, and Montreal’s *Lady of the Lake* and the Boston and Maine’s *Dover*. The *Dover* proved itself to be a formidable opponent to the *Lady of the Lake*; however, the *Lady of the Lake* was still the star of Lake Winnipesaukee. The growing demand for passenger service forced the Boston and Maine Railroad to rebuild the *Dover* and add some length to the vessel. After this alteration was made, the vessel was renamed the *Chocorua* and put back on the lake for passenger service (Blaisdell 1975:33). The newspaper, *Granite State News*, reflects the renaming of the *Dover* in 1864, and the vessel was subsequently referred to as the *Chocorua* when the steamboat schedule was published (*Granite State News* 1864).

The *Lady of the Lake*’s purposes extended beyond the transportation of passengers across Lake Winnipesaukee; groups also found uses for her while she was tied up at her wharf. The Winnipesaukee Steamboat Company held its annual meeting on board the *Lady of the Lake* on May 21, 1873 (*Granite State News* 1873). In late October 1881, she was used to transport lumber out of Wolfeboro for Peavey and Willey’s Mill (Bowers 1996:496). During the summer of 1882, Reverend Powell, a Unitarian minister from Laconia, held worship services on the deck of the *Lady of the Lake* while she was docked (Bowers 1996:369).

Over the course of her operating career, the *Lady of the Lake* underwent numerous repairs and changes. In 1865, on a journey from Wolfeboro to the Weirs, the *Lady of the Lake* ran into a jagged group of barren rocks known as the “Witches.” She was beached on Davis Island to avoid further damage. She sustained $10,000 worth of damage and was out of commission for the rest of the summer (Parker 1898:514). The timetable for the *Lady of
the Lake appears in the July 14, 1865 issue of the *Laconia Democrat*, but does not appear in the July 21st issue, or any following issue for the rest of that season (*Laconia Democrat* 1865). This indicates that the *Lady of the Lake* ran into the “Witches” in mid-July and was out of commission for the rest of the 1865 season.

At the start of the following season, the *Granite State News* printed the daily trip schedule for the *Lady of the Lake* in addition to an announcement that the *Lady of the Lake* had been thoroughly repaired and would resume regular service on Monday May 7, 1866 (*Granite State News* 1866). This announcement is undoubtedly a reference to the damage sustained during the previous season when the vessel was run aground.

On Thursday November 13, 1867, at four o’clock in the morning while docked at the wharf in Wolfeboro, the *Lady of the Lake* caught fire and burned to the waterline (Parker 1898:514). Captain Sanborn and his crew were aboard the vessel at the time of the fire but all were able to escape. Some of the crew were forced to climb to safety through the small windows located on the side of the vessel. The members of the crew lost their personal possessions that were on board at the time of the fire. Captain Sanborn lost $700.00 and a valuable gold watch (*Laconia Democrat* 1867:2). The engineer at the time, Mr. Folsom, also lost a gold watch in the chaos of the fire. The exact amount of the insurance is undetermined. Some estimates set the amount at $20,000, and other estimates are less. No matter what the actual insurance amount, the money was used to rebuild the *Lady of the Lake* so that the passenger service could resume the following season (*Laconia Democrat* 1867:2).

The great success of the railway steamboats on Lake Winnipesaukee inspired the appearance of other steamboats beginning under private ownership and then later being
absorbed into the framework of the railroads. The *James Bell* was one such steamboat that appeared during the early 1850s. This vessel was built at Center Harbor by Stephen Wentworth and like the other steamboats on the lake, was a side-wheeler and had a capacity of 350 passengers. When the *James Bell* appeared on Lake Winnipesaukee, she was a very popular boat on account of her inside window blinds and her particularly roomy decks (Blaisdell 1975:34). The popularity of this vessel ate into the business of the railways’ steamers, and both of the railway companies began to feel the pinch of the competition. The railroads did not want private competition eroding their profits, so in an effort to squelch the competition, the railroads began to buy up the privately operated vessels. The Boston and Maine Railroad beat out the Boston, Concord, and Montreal Railroad and negotiated the purchase of the *James Bell*, retiring her from regular passenger service. The Boston and Maine Railroad maintained the vessel for special parties and moonlight excursions out of Lakeport, New Hampshire and made a great profit (Blaisdell 1975:34).

The *Lady of the Lake* still held exclusive docking rights to Weirs; however, the acquisition of the *James Bell* gave the Boston and Maine Railroad another foothold on that section of the lake. Slowly but surely the *Lady of the Lake* was feeling the effect of the competition. The directors of the Boston and Maine Railroad decided to eliminate the competition of the Boston, Concord, and Montreal Railroad by commissioning the building of a newer, larger, and faster side wheel paddle steamboat to surpass the elegance and efficiency of the *Lady of the Lake*. This new boat would replace their current steamboat, the *Chocorua*, after it was dismantled in 1875 (Bowles 1938:110).
The steamboat, *Mount Washington*, was constructed at Alton Bay and would be the largest steamboat in the history of Lake Winnipesaukee. This new vessel would measure 178 feet/54.25 meters with a 43 foot/13.11 meters beam and a draft of 8 feet/2.44 meters and would far exceed the measurements of the competition, the *Lady of the Lake*. Her 450 horsepower engine ranked her as the fastest vessel on the lake. The steamboat, *Mount Washington*, made her maiden voyage on July 4, 1872 calling at the ports of Alton Bay, Meredith, Center Harbor, Long Island, and Wolfeboro (Blaisdell 1975:35). After this, the *Mount Washington’s* trip schedule appeared regularly alongside the schedule for the *Lady of the Lake* in the *Granite State News* (Granite State News 1873).

After the launch of the *Mount Washington*, the rivalry between the two railways and their respective steamboats continued for another 18 years. During this time, the *Lady of the Lake* fought to maintain her passenger popularity, but the *Mount Washington* slowly, steadily, and inevitably replaced the older, increasingly obsolete vessel (Blaisdell 1975:36). The Boston and Maine Railroad, after achieving docking rights to almost every port on Lake Winnipesaukee, underwent considerable negotiations to secure docking rights to the *Lady of the Lake’s* last exclusive port, Weirs. With the *Mount Washington* outshining her, the *Lady of the Lake* was forced to increase the frequency of her trips in her last few years of service in an attempt to catch as much business as possible (Blaisdell 1975:45).

By 1890, the *Lady of the Lake* had extended her operating season from June 4 to October 20, while the *Mount Washington* only ran a nine or ten week season. During this extended operating season, the daily trip schedule was also extended. The first trip of the day left Wolfeboro at 5:50 AM headed for Long Island, Center Harbor, Bear Island, and Weirs, returning to Wolfeboro to start the second voyage of the day at 10:20 AM. On this
trip she would reverse her ports of call and travel to Weirs first returning to Wolfeboro in preparation for her third and final trip of the day, which began at 3:20 PM. This trip featured Weirs, Long Island, and Center Harbor as ports of call. The Lady of the Lake would return to Wolfeboro at 7:30 PM to finish her day and would begin the grueling schedule all over again the next morning (Blaisdell 1975:46).

The Lady of the Lake did her best to hold her own against the Mount Washington, but despite all of her efforts, she was subsumed by the newer, grander boat. The competition from the steamers operated by the Boston and Maine Railroad finally made her continued trips unprofitable. The newer, larger, faster vessels were getting all of the attention and patronage, so when the Lady of the Lake got too old for service, the decision was made to remove her completely and not replace her (Parker 1898:514).

The Lady of the Lake continued in service until she was retired on September 14, 1893. On this day, she made her final in service trip from Wolfeboro to Weirs. On September 19, 1893, the Lady of the Lake made a short sentimental trip from Weirs out into “The Broads,” a large open area of Lake Winnipesaukee. When she returned, she was towed to Lakeport and all of her machinery was removed (Blaisdell 1975:46). When the Lady of the Lake was retired, she held a record of never having had a fatal accident or drowning associated with her service (Bowers 1996:496). The retirement of the Lady of the Lake was indicated in the September 26, 1893 issue of the Granite State News by the absence of the regular time table for the vessel; however, the timetable for the Mount Washington still appeared (Granite State News 1893).

The hull of the Lady of the Lake was still almost entirely intact with her decks and cabins. The president of the Boston, Concord, and Montreal Railroad, George C. Kimball,
was having a large medieval-style stone mansion, later known as Kimball’s Castle, built on a hill in Glendale overlooking Lake Winnipesaukee. He recognized her potential for usefulness, as Benjamin A. Kimball had in 1849 when he bought her from the Winnipesaukee Steamboat Company. In 1894, Kimball had the hull of the *Lady of the Lake* towed to Glendale, where it was tied up on the shore and used as a boarding house for the workmen who were constructing his house. When the building was completed, the *Lady of the Lake* appeared to have lost her usefulness, so the decision was made to scuttle her. She was towed out to the middle of Glendale Bay, off the northeast point of Locke Island by the *Maid of the Isles* and the *Mineola*, two other steamers. Holes were bored in her hull below the water line, and she was allowed to sink to the bottom of the lake where she currently rests in 30 feet/9.14 meters of water (Blaisdell 1974:46).

*Impressions of Travel on the Lady of the Lake*

On August 9, 1849, the *New Hampshire Democrat* ran an article entitled “An Excursion” which described a day on the lake experienced by “a large number of Editors from Boston, Lowell, Manchester, Concord and together with the entire editorial corps” from the *New Hampshire Democrat*. “A most glorious time” was had aboard the *Lady of the Lake*. The group took the first train from Boston to the Weirs where they connected with the steamer:

> We were soon on board and gliding through the calm and placid water of the Winnipesaukee Lake at a velocity which hardly gave an opportunity to admire on
half the beauties which were presented to our view. The scenery to be seen in every
direction from the upper deck is magnificent (New Hampshire Democrat 1849:2).

The group traveled the 12 miles to Center Harbor on board the “fast sailing” vessel, and in what seemed like just a few minutes, the steamer docked at the wharf in Center Harbor. After taking in the sights of the area, some of the group continued their journey on the Lady of the Lake and arrived in Wolfeboro, “a very pleasant town situated on the southern border of the lake, some twenty miles distant” (New Hampshire Democrat 1849:2). The trip concluded the following morning as the group traveled back across the lake to the Weirs.

Articles printed in the New Hampshire Democrat emphasized the beauty of the Lady of the Lake. An article printed in 1849 stated “The charming Lady of the Lake is enough to attract one this way…She has a well-furnished ladies’ saloon, promenade deck, and runs with ease sixteen miles per hour” (New Hampshire Democrat 1849:2). The following year, an article appeared once again highlighting the beauty of the vessel, “This beautiful boat has a cabin that is both finished and furnished in elegant style” (New Hampshire Democrat 1850:2).

An article in the July 31, 1851 issue of the New Hampshire Democrat featured a trip across the lake on the Lady of the Lake. The unnamed author describes a trip to the Lakes Region of New Hampshire beginning with a journey by rail to Weirs “when we were all transferred on board the Steamer Lady of the Lake under the command of Captain Walker. The boat glided swiftly along the shores of Meredith Neck and soon neared Center Harbor.” Upon leaving the port of Center Harbor, the voyage to Wolfeboro commenced.
After spending the day in Wolfeboro, the group embarked once again on the *Lady of the Lake* for their homeward voyage during which they stopped at Center Harbor on their way back to the Weirs. He concludes his article by stating “we would again remind our readers, and especially our friends at a distance, that if they wish a pleasant excursion, they cannot do better than to take the route across the Lake with Captain Walker” (*New Hampshire Democrat* 1851:3).
CHAPTER VI

FITTING THE LADY OF THE LAKE INTO HER LANDSCAPE

Landscape theory is concerned with how people visualize the world, how they choose to manipulate their surroundings, or how their actions are subtly influenced by their surroundings (David and Thomas 2008:38). A landscape is the arena for all of the activities of the community. They are dynamic constructions and can change over time (Anschuetz et al. 2001:161). Landscapes are neither completely natural nor are they totally cultural. Elements of the natural world and cultural manifestations come together to build a landscape when people create and experience the space around them (Knapp and Ashmore 1999:20). The landscape that people live in is shaped on a daily basis by the interactions of the people with the environment around them. In turn, this environment shapes the people who inhabit it. Landscapes determine how people schedule their daily routines, seasons affect work and play, and social time is based around the structure of work and play (David and Thomas 2008:38). The individual elements of a landscape influence the actions of the people by encouraging some actions while discouraging or preventing others. Certain landscapes are better suited for certain ways of life.

The landscape of Lake Winnipesaukee has been an ideal place for habitation for thousands of years as is evident by the existence of Paleo-Indian artifacts that have been found on the shores of the lake (Piotrowski 2002:24). The Abenaki tribe of Native Americans occupied the area around Lake Winnipesaukee prior to the contact period (Piotrowski 2002:157). As the white settlers came into the area, they saw the value in the land around the lake and continued this trend of occupation. Lake Winnipesaukee’s large mass and centralized location provided a perfect influence for the developing landscape of
central New Hampshire. Towns began to be established on the shores of Lake Winnipesaukee and continued to grow with population increases and technological advances.

Lake Winnipesaukee provides an excellent medium for the transportation of freight and passengers (Parker 1898). It is the largest lake in New Hampshire. The irregular shape of the lake creates numerous bays, which serve as ideal harbors. It is said that there is “not a monotonous mile in the whole extent of its irregular and broken shores” (The Passenger Department of the Concord and Montreal Railroad 1891).

By the end of the 18th century, the desire to view picturesque landscapes was well established in Europe. This trend began to spread to America, and by the 1820s, Americans began to become interested in viewing the natural landscapes and considered them something to be admired (Sears 1989:3). Explorers and travelers during the early 19th century, such as Meriwether Lewis of the Lewis and Clark Expedition and Dr. Timothy Dwight, president of Yale, began to write about the beauties of the landscape they encountered during their travels (Sheppard and Harshaw 2001:118).

During the early 19th century, natural landscapes became the focus of a new school of painting known as the Hudson River School. This school of artwork was characterized by depictions of nature that portrayed great beauty and a lack of human interference (Sheppard and Harshaw 2001:118-119). Landscapes were depicted as breathtaking and inspired people to visit the places they had seen in paintings to take in the beauty first hand. Artists featured popular, natural landscapes in their work so that people could enjoy the destinations they had visited long after they had returned home (Garvin 2006).
America’s natural resources and landscapes became the focus of interest during the 19th century. This interest and the desire to view natural landscapes gave rise to the conservation movement and the development of national parks in the late 19th century where the natural resources would be protected and preserved for all to enjoy.

People recognized the beauty and potential of the Lakes Region of New Hampshire and were inspired to alter this natural landscape by settling on the shores of the lake and building communities. The people adapted the area to make the most of the resources available. They built vessels to transport goods and people to and from the towns surrounding the lake. The combination of the growing communities and the picturesque landscape resulted in a prime tourist and vacation spot. The natural beauty of the lake and its close proximity to the White Mountains drew tourists to the area as is evident from the many historic accounts outlined in previous chapters.

The landscape of Lake Winnipesaukee is ideally suited for water transportation and tourism. The growing desire to admire nature’s landscapes resulted in the growth of the tourism industry in New Hampshire. People traveled to the White Mountains and the Lakes Region to view the vistas about which they had read or seen in pictures. As the popularity of the region increased, the people of the area recognized the opportunity and began to provide accommodations and means of transportation for the growing number of visitors. The landscape of central New Hampshire drew visitors to the area, and the growing communities profited by providing accommodations for the tourists. The transportation systems made accessing the area increasingly more convenient with the advent of the railroads and steamboats. The railroads were constructed in New Hampshire with the intention of transporting goods throughout the region. However, upon realizing the
potential of the tourism industry in the area, the railroads began to target the tourists who were already traveling to see the landscapes of New Hampshire. The combination of natural landscape and technology both aided and encouraged the growth of tourism in the Lakes Region.

Lake Winnipesaukee is surrounded by a multitude of small towns and villages, all of which prospered as a result of the lake, steamboat, and tourist industries. Each of these towns not only prospered as a result of the tourism industry but aided in the perpetuation of the tourism industry in the Lakes Region of New Hampshire, creating a symbiotic relationship that continues to exist and thrive in the area.

The Lady of the Lake was built with the intention of aiding tourists and residents of the Lakes Region of New Hampshire in viewing the picturesque landscape of Lake Winnipesaukee. While she fulfilled this purpose, the Lady of the Lake’s beauty and design made her a part of that same landscape. Historic accounts of trips on the majestic vessel emphasized her beauty as a quality to attract passengers. The Lady of the Lake operated in her intended capacity as a part of the Lake Winnipesaukee landscape and a way in which to view it until 1893, when it was determined that she had been eclipsed by the consistently improving transportation technology. The constantly changing and improving technology in addition to the growing need for a larger, faster vessel resulted in the decommissioning and disposal of the Lady of the Lake.

The act of decommissioning this vessel altered the way it functioned in the landscape. Rather than its intended use as a steamboat to assist visitors in viewing the landscape, it was converted to function as a floating dormitory for construction workers. Although the vessel was not fulfilling its intended purpose, it was still visible on the
landscape and fulfilling a role. The vessel went from being active on the landscape to a
stationary part of the landscape. Finally the vessel was scuttled and the *Lady of the Lake*
took a new place in the landscape. Rather than being visible as a part of the landscape, the
*Lady of the Lake* became a part of the underwater landscape of Lake Winnipesaukee.

The *Lady of the Lake* was a monument in her day and was a central focus on Lake
Winnipesaukee. However, after she was put out of service and scuttled, she was forgotten,
only to be rediscovered by recreational divers in the 20th century. Scuttled and left to lie
on the bottom of Lake Winnipesaukee, the *Lady of the Lake* appeared to be forgotten;
however, she still existed and was reincorporated into the active landscape as a popular
dive site when she was rediscovered. Although the grand vessel is not the central focus of
the landscape as she once was, her existence continues to impact the landscape by
providing recreational divers with a location of interest. The *Lady of the Lake* continues to
attract local residents and visitors to view her in her final resting place in Lake
Winnipesaukee.

Her history and legacy is kept alive through researchers and museums of the area.
Even though she is no longer functioning on Lake Winnipesaukee in her original capacity,
as people continue to take an interest in the *Lady of the Lake* and examine the impact she
had on the area, she will continue to exist as an important part of the landscape of the
Lakes Region of New Hampshire. This project acknowledges the significance of the *Lady
of the Lake* and attempts to bring greater attention to this vessel by documenting the
history, and with the assistance of a dive team, her construction and condition as she
currently rests on the bottom of Lake Winnipesaukee.
CHAPTER VII

ARCHAEOLOGICAL METHODS

As a central part of this thesis, a dive team of six people spent eight days diving on the wreck of the *Lady of the Lake* located in 30 feet of water in Lake Winnipesaukee, New Hampshire. The research preparation began on August 11, 2011. Gear was organized, and the work boat supplied by Dive Winnipesaukee was taken across Lake Winnipesaukee and docked at the Gilford town docks. Field work began the following day, August 12, 2011, and continued until August 19, 2011. During this time, measurements were taken to aid in the construction of a comprehensive site plan detailing the vessel and its current condition.

The baseline-offset technique was employed, efficiently allowing the necessary measurements to be taken in the short time allotted. A baseline was attached to the bow and stern of the vessel and run down its center. This was the most effective arrangement for the baseline because the vessel is oriented upright on the sand. The lack of superstructure allowed the baseline to lie flat on the deck, creating the ideal set up for baseline offsets to be taken quickly and easily.

Divers worked in teams of two to accomplish the required tasks for this project. Beginning with the zero end of the baseline at the stern of the vessel, divers first took the initial major measurements resulting in the complete outline of the vessel from stern to bow. Once the general outline was complete, divers worked to map in the significant features including beams, deck planking, hatches, and the remaining bracing for the guard deck. The recording of these measurements added detail to the initial outline, and the site plan began to take on the form of the *Lady of the Lake*. Detailed measurements of the
mapped in features were recorded. The thickness of the hatch combing and the width of the
deck planking provided additional detail to the site plan.

Damage sustained to the vessel was also recorded, including missing deck beams
and deck planking. The addition of the vessel damage served to document the condition of
the wreck at the time of fieldwork. The site plan can be referenced in the future to assess
new damage done to the wreck over time, as well as to monitor the progress of the
deterioration of the vessel. The steamboat structure was as thoroughly recorded as was
possible in the allotted time, with the general priority of gross overall measurements
followed by increasingly detailed recording of diagnostic features.

Three side profiles of the vessel were taken: one at the bow, one at the stern, and
one in the amidships area. This was done by anchoring a tape measure to the deck of the
vessel and dropping it down the side, where the tape was anchored to the sand using a
coffee can filled with cement. A hook mounted in the cement served as a location for which
to anchor the measuring tape. While the tape was held taught, a folding rule was used to
measure the distance from the tape into the side of the vessel. Several measurements were
taken down the side of the vessel at points that showed a change in curvature.

The *Lady of the Lake* was systematically photographed from the bow to the stern.
An effort was made to overlap the photos and to keep a consistent distance from the deck
when taking photos so that when the project was finished, the *Lady of the Lake* was
completely and thoroughly photo documented. A consistent distance was maintained by
always having the same dive team take the photographs. The divers stood on the deck
without their dive fins and slowly worked their way down the vessel taking photographs at
equal intervals. This photography technique will allow a photo mosaic to be assembled at a
later time if it is desired. All of the photographs that were taken during this fieldwork were named and burned onto compact disks that are currently being curated at the Archaeology Institute located on the Pensacola campus of the University of West Florida.

Specific features including hatches, the sternpost, and select frames and timbers were photographed in addition to their inclusion in the systematic photography. Any feature that was considered a diagnostic feature was photographed separately in an effort to record details of the features that might have been lost in the systematic photography. Video footage of the vessel was also taken. A diver with a video camera in a waterproof case slowly swam along the length of the vessel sweeping the camera back and forth from the port side to the starboard side of the wreck being careful to include the entire structure of the vessel. This video footage provided an additional form of documentation of the wreck of the *Lady of the Lake* and aided in the construction of the site plan (Figure 6).
FIGURE 6. The *Lady of the Lake* Site Plan (Drawing by author, 2013).
The University of West Florida project code 11N was assigned to this project to identify all of the paperwork and data associated with this site. All of the paperwork associated with this project is currently being curated at the Archaeology Institute located on the Pensacola campus of the University of West Florida.

The underwater documentation was accompanied by a side scan sonar image that was taken with the portable side-imaging depth sounder device (Figure 7). The side-imaging “fish” was attached to the workboat and lowered into the water. While the workboat was traveling approximately three miles an hour, the “fish” was dragged above the wreck site, resulting in a sonar image of the Lady of the Lake. Several passes were made in order to get the best possible image of the wreck site with the least amount of distortion.

FIGURE 7. Sonar Image of the Lady of the Lake (Image taken by author 2013).
While on site, the team was approached by an interested person who had his own side scan sonar equipment. He expressed his interest in taking side scan images of the wreck sites of Lake Winnipesaukee. After hearing about the project being done around the *Lady of the Lake*, he contributed a side scan sonar image he had previously taken (Figure 8).

![Image](image.png)

FIGURE 8. Side Scan Sonar Image of the *Lady of the Lake* (Photo by Hans Hug 2010).

The equipment required for this fieldwork was borrowed from the archaeology department of the University of West Florida and its Marine Services Center. The principal investigator worked closely with Dive Winnipesaukee, a dive shop located in Wolfeboro, New Hampshire, to secure a work boat and nightly air cylinder refills over the course of the fieldwork.

The wreck site of the *Lady of the Lake* is a very popular dive site for recreational divers in Lake Winnipesaukee. The presence of recreational divers on the site presented a slight disturbance during the research. An effort was made to make recreational divers
aware of the work that was being done on the site. They were addressed before they entered the water and educated on the nature of the research. They were asked to not interfere with the research divers or the equipment on the wreck and asked to pay special attention to the location of the baseline. Some of the recreational divers that were observed had trouble avoiding the baseline, especially those with problems controlling their buoyancy. Due to this interference, each dive team was instructed to check the orientation of the base line before taking any measurements, as well as to check periodically while the measurements were being taken to ensure accurate measurements.

The main hazards presented by the wreck site of the Lady of the Lake were the temperature of the water and the location of the site. The water temperature of Lake Winnipesaukee in August was 72 degrees Fahrenheit. This was slightly cooler than the temperature to which most of the divers participating in the field work were accustomed. The result of this was shorter dive times, making efficient work critical for the completion of the project. One day of rain and an overcast day with cooler temperatures limited the research time from eight full days to six and a half days on the water.

The wreck site of the Lady of the Lake is located in the middle of a channel that connects Lake Winnipesaukee to Glendale Bay. This posed an additional hazard to the research team while on site. August is one of the busiest months of the year for boat traffic on Lake Winnipesaukee. To keep the divers safe while doing research in the confined area of the channel, a concerted effort was made to keep boaters the legal distance of 50 feet away from posted dive flags. The site was well marked with three dive flags. One flag was tethered to float above the bow of the sunken vessel, one above the stern, and one flying from the research vessel. This signage was effective for the most part, and the majority of
passing boats kept a respectful distance from the research area. A constant eye was kept on the boat traffic, and when a vessel appeared to be approaching the research site, verbal contact was made with the pilot of the oncoming vessel to change their course and keep their distance from the divers. The Marine Patrol was made aware of the presence of the research team, and the patrol officers checked in with the dive team to ensure their safety.

The week spent on site was productive and resulted in thorough documentation of the *Lady of the Lake* wreck site. Historical research was done to provide context and background for the side-wheel paddle steamboat.
CHAPTER VIII
CONCLUSION

This in depth study of the side-wheel paddle steamboat, *Lady of the Lake*, used historical research and documentation to answer the research question, how did the *Lady of the Lake* contribute to the growing tourism industry in the Lakes Region of New Hampshire? It was found that although the vessel was not built in association with the Boston, Concord, and Montreal Railroad Company, she was soon acquired by the railroad and used extensively for the purpose of transporting people and goods to the towns around Lake Winnipesaukee.

The *Lady of the Lake* spent 44 productive years on the lake until the advancements in technology became so great that she could not keep up with the newer, larger, faster vessels being built. She was eclipsed by the *Mount Washington* and was deemed to have outlived her usefulness. The hull of the *Lady of the Lake* was used for a short time as a dormitory for construction workers while they were building what is now known as “Kimball’s Castle” on a hill overlooking Lake Winnipesaukee. Finally, the *Lady of the Lake* was scuttled in Glendale Bay and was preserved in the cold, fresh water of Lake Winnipesaukee until her majestic structure became a popular site for recreational divers to explore.

Landscape theory was used to examine the connection of the *Lady of the Lake* to the Lakes Region of New Hampshire. The *Lady of the Lake* was built to provide the area’s residents and visitors with a means of transportation to view the landscape of Lake Winnipesaukee. Not only was the vessel a way to view the landscape, it became a part of the landscape due to its beauty and design. After the *Lady of the Lake* was replaced with
the newer technology of the Mount Washington, she remained a part of the Lake Winnipesaukee landscape as a floating dormitory for the construction workers who were building the home of George Kimball, the president of the Boston, Concord, and Montreal Railroad. Upon the completion of the home, the Lady of the Lake was no longer needed so she was scuttled in Lake Winnipesaukee. Although the Lady of the Lake no longer existed on the surface of the lake in her intended capacity, she did not cease to be a part of the landscape. The Lady of the Lake was rediscovered by recreational SCUBA divers and currently exists in the landscape as a popular dive site. The Lady of the Lake filled several different roles over the course of her existence, but no matter what role she fulfilled, she was consistently a part of the landscape of Lake Winnipesaukee.

A research dive team was used to meticulously measure and record the existing hull of the Lady of the Lake. The vessel was extensively photographed, and a detailed site plan was constructed to document the Lady of the Lake in her current condition. A side imaging depth sounder was used to obtain images of the vessel in its entirety as it rests on the bottom of the lake. After thorough documentation, the Lady of the Lake was left to continue her existence as a recreational dive site and a site of historical interest.

Significance of Study

This study resulted in the first academic, non-invasive survey and documentation of the archaeological site of the Lady of the Lake. This will provide the State of New Hampshire with official site documentation and aid in the preservation of the site. Before this study, the Lady of the Lake did not appear in the state site files as a historic site or archaeological site. Since this study, the Lady of the Lake has been given the New

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Hampshire site number 27-BK-129. This documentation has been used to get the Lady of the Lake recognized as a historic site and registered in the New Hampshire site files (Appendix A).

The state of New Hampshire lacks a state maritime archaeologist, leaving the state terrestrial archaeologist responsible for New Hampshire’s underwater sites in addition to the terrestrial sites. Specific training and expertise are required to properly document underwater archaeological sites. These skills are not acquired through typical terrestrial archaeology training and require special equipment such as SCUBA gear and water craft. The amount of equipment, training, and time required to document underwater archaeological sites makes it difficult for one state terrestrial archaeologist to handle all of the maritime archaeological sites in addition to the terrestrial sites in the state of New Hampshire. Therefore, few resources have been available to document and preserve New Hampshire’s numerous underwater resources.

This research will give the state an avenue into the underwater cultural heritage of New Hampshire and is an example of what could be accomplished with the implementation of a sustained maritime archaeological program in New Hampshire. In addition to providing the State of New Hampshire with academic documentation of the wreck site of the Lady of the Lake, this project will provide the public with additional insight into the history of the area and the importance of maintaining and protecting archaeological resources as well as the place that this vessel occupies in the maritime landscape of Lake Winnipesaukee.

Today, tourists continue to value natural landscapes and desire to go to places where they can enjoy the beauty of these landscapes. It is important to take measures to ensure the
preservation of historical resources so that these resources continue to draw visitors for years to come. It is equally important to prevent damage to historical resources as a result of the tourists drawn to historic sites. By preserving the historical resources, historic tourism can be encouraged while protecting the vital historical sites. Studies like this one, that document historic resources, are important to aid in the preservation of significant historical resources.


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Wilson, Harold

Zinn, Howard
APPENDIX A.

New Hampshire Historical Archaeology Site Form
# Historical Archaeology Site Form

### New Hampshire Division of Historical Resources
### New Hampshire State Historic Preservation Office

**Site #** 27 - BK - 129

### Identification

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**Date Plotted (SHPO use only)**: / / 

**Version of form**: ☑ New ☐ Revised ☐ Transcribed

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### Reporting Information

**Name of form prepare(s)**: Stephanie Poole

**Phone Number** 603-988-4164

**Email** stephpoole@gmail.com

**Institutional Affiliation/Employer** University of West Florida (Student)

**Date Surveyed** 8/10/2012

**Date Form Prepared** 1/31/2013

**Investigative Type (Select One)**

- CRM contract
- Sponsored research
- Private research

**Investigative Techniques (Select as many as appropriate)**

- Oral history
- Documentary
- Collection analysis
- Aerial photography
- Map interpretation
- Non-recovery survey
- Arbitrary surface collection
- Mapping
- Controlled surface collection
- Auger / Soil core
- Shovel test
- Block excavation
- Heavy equipment
- Test pit excavation
- Other (Specify)
- Remote sensing

**Bibliographic Citation (if applicable)**: Stephanie Poole 2013 The Lady of the Lake and Historic Tourism in the Lakes Region of New Hampshire. Master's thesis. Department of Anthropology. The University of West Florida, Pensacola, FL.

This form is designed for recording historical sites. Please refer to the [Archaeology Site Form Manual](#) for direction on completing this form. The NH Division of Historical Resources (DHR) works hard at protecting and preserving our archaeological heritage. By completing this site form and submitting it to the DHR you are helping the DHR in protecting these non-renewable resources. Archaeological site location information is exempt from accessibility under the Freedom of Information Act, therefore not open for public access. Only professional archaeologists and the land owner are allowed access to this completed site form. The DHR maintains strict access to site information in order to inhibit site vandalism. By submitting this site form the DHR (or any other entity) cannot and will not place any restrictions on what land owners can or cannot do with their land.

For questions regarding this form please contact Tanya Krajolk at 603.271.6568

Revised March 2012

Page 1 of 3
HISTORICAL ARCHAEOLOGY SITE FORM
New Hampshire Division of Historical Resources
New Hampshire State Historic Preservation Office

HISTORIC ERA SITE DATA

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<tr>
<td>Other (Specify). Marital</td>
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</tr>
</tbody>
</table>

Historic Material Present at Site
Artifact category / Artifact type / Quantity: Hull Structure

SPECIAL STATUS LAND USE

<table>
<thead>
<tr>
<th>Land Status (Select as many as appropriate)</th>
<th>Wilderness Area</th>
<th>Wildlife Preserve</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>Public Park</td>
<td>Scenic River</td>
</tr>
<tr>
<td>Nature Preserve</td>
<td>Archaeological Preserve</td>
<td>State Forest/Park</td>
</tr>
<tr>
<td>Military Land</td>
<td>Historic District</td>
<td>Current Land</td>
</tr>
<tr>
<td>Other (Specify)</td>
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</tr>
</tbody>
</table>

SITE DESCRIPTION

Describe where the site is located, including a description of how to get to the site. Discuss the physical description and setting of the site. Site dimensions should be included. Describe the current condition of the site. If the site appears disturbed, describe the type of disturbance (for example, vandalism, erosion, logging, etc.). Also include any comments relevant to how the site was discovered or reported and how it was investigated. (Professional archaeologists please include soil data.)

The site is located off of Belknap point in the channel connecting Lake Winnipesaukee and Smith Cove. The approximate depth is 30 feet to the sand. The site was found by researching popular dive sites in Lake Winnipesaukee and the GPS coordinates listed above were used to locate the site for field work. The site measures 38.44 meters from bow to stern and 10.67 meters across. The site is currently in good condition and well preserved. Minor damage to the hull includes missing deck planking. A non invasive survey was completed of this site to fulfill a Master's thesis requirement.

MAPS

☑ Attach a USGS toponymic map (or non photo-reduced copy) of the site area.
☑ Attach sketch map of site (include north arrow and scale).

PHOTOGRAPHS

☑ Attach photographs of site (if available). Digital photographs are acceptable. All photographs must be clear, crisp, and focused.

Revised March 2012

Page 2 of 3
*******The remainder of this form is required for professional archaeologists only******

RESEARCH POTENTIAL, OTHER VALUES & RECOMMENDATIONS. (Required for professional archaeologists only)
Narrative description of the research which may be proposed for the site, any additional aspects of the site which may make it important such as presence of unusual ecological factors, and recommendations for additional research, especially if the site is endangered.

ASSESSMENT OF SIGNIFICANCE. (Required for professional archaeologists only. Complete for intensive level forms)
Narrative discussion of the significance of the site and its research potential.

APPLICABLE HISTORIC CONTEXT(S). (Required for professional archaeologists only)
A. Principal Context
B. Secondary Context
C. Secondary Context
D. Secondary Context

SURVEYOR’S EVALUATION. (Required for professional archaeologists only)
NR listed: [ ] individual [ ] within a district
NR Criteria: [ ] A [ ] B [ ] C [ ] D
NR eligible: [ ] individually [ ] within district [ ] not eligible [ ] more information needed
Integrity: [ ] yes [ ] no

36 CFR 61 SURVEYOR DATE
OTHER SURVEYOR DATE

SHPO USE ONLY:
Reviewed for Determination of Eligibility (date) ____/____/____
Entered in database ____/____/____ By _____________________

Send completed form and requested material to: tanya.krajcik@dcr.nh.gov or mail to:
NH Division of Historical Resources
Attn: Tanya E. Krajcik
19 Pillsbury Street, Concord, NH 03301-3570

Revised March 2012