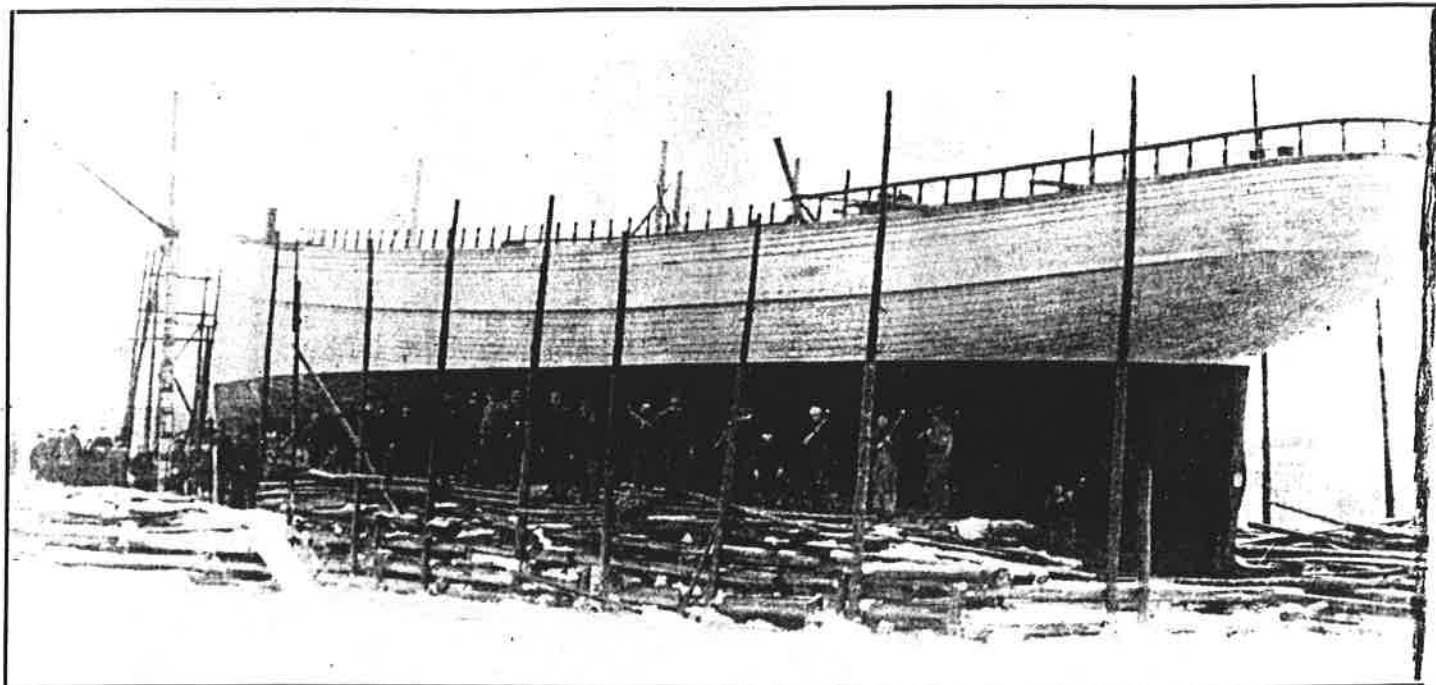
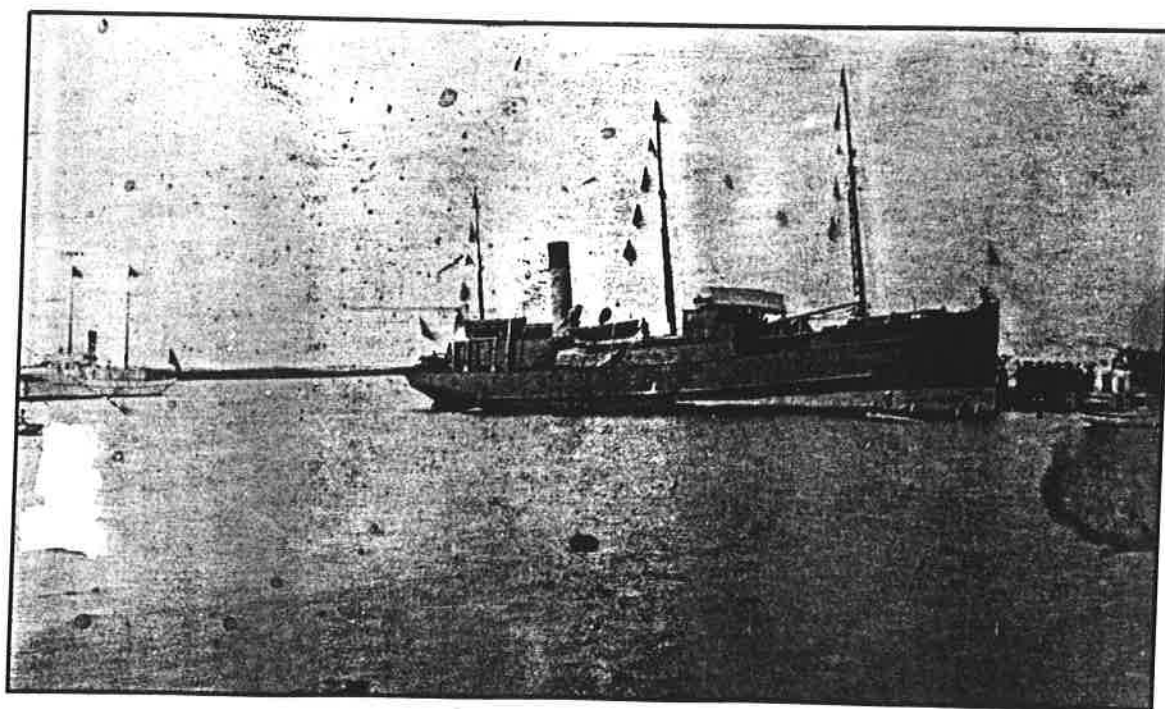


MARITIME TRANSPORT

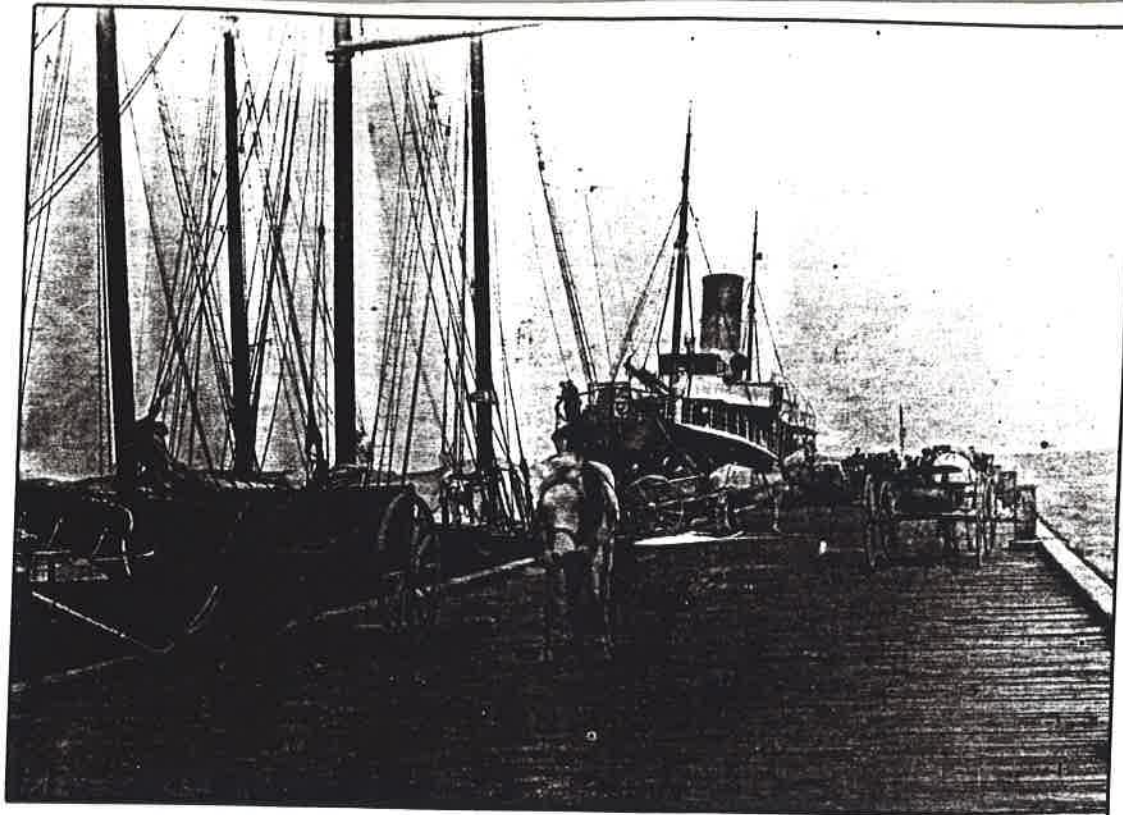
Name of boat	Years of service	Owner
S.S Albert	1875-1880	R.J.Leslie
S.s Scud	1880-1883	
S.S Beaver	1883-1891	
S.S ST-Olaf	1891-1895	
S.S Lunenburg	1900-1903	R.J. Leslie
S.S Amelia	1903-1908	Magdalen IS.S.S co.
S.S Lunenburg	1903-1905	R.J. Leslie
S.S Daisy	1909-1914	William McLure
S.S Lady Sybil	1914-1916	William McLure
S.S Amelia	1916-1918	Magdalen Is. S.S co.
S.S Enterprise	1918-1919	J.B Farquher & co.
S.S Lady Evelyn	1919-1921	J.B Farquher& co.
S.S Avalon	1921-1923	William C. Leslie
✓ S.S R.W.Hendry	1923-1924	Magdalen Transport Co.
S.S Lovat	1924-1945	William Fraser Lovat
S.s Lovat	1945-1948	Magdalen Island Transportation Co. LTD.



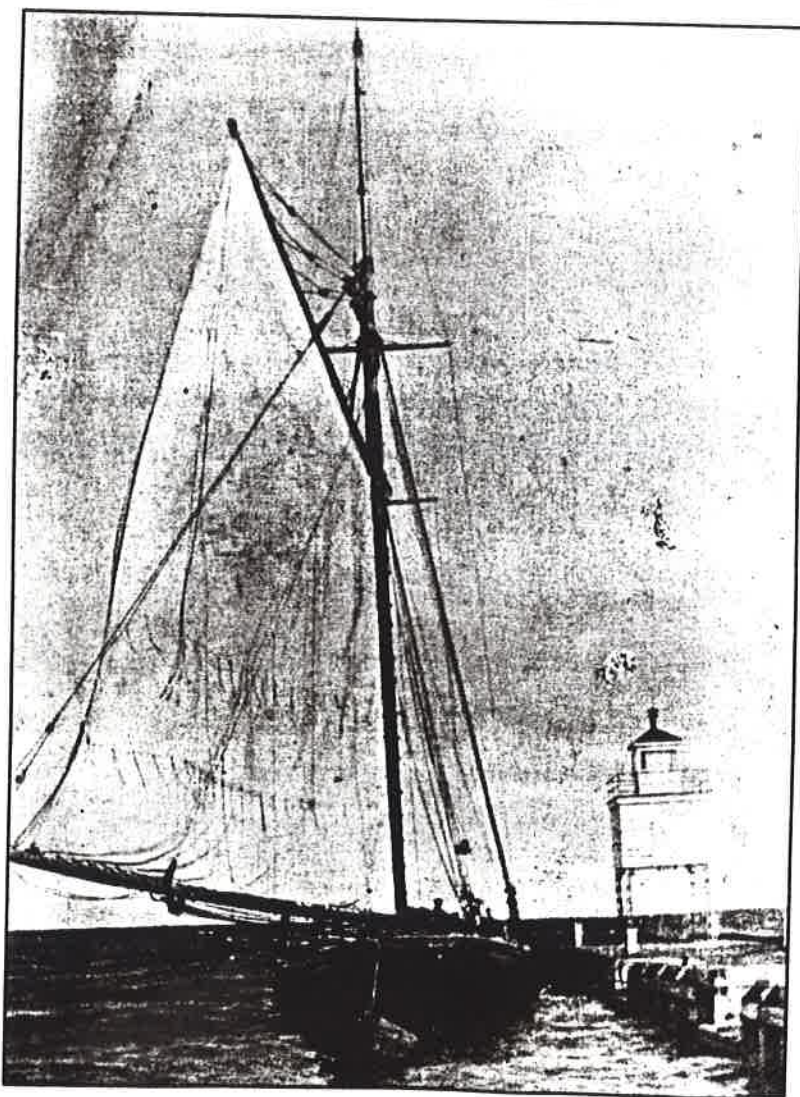
The steamship Lunenburg ran from (1903-1905) December 4'th 1905 she hit a violent snow storm and sunk losing 11 lives on board. This picture shows her under construction. The Lunenburg was built in 1881 At Mahome Bay Nova Scotia.



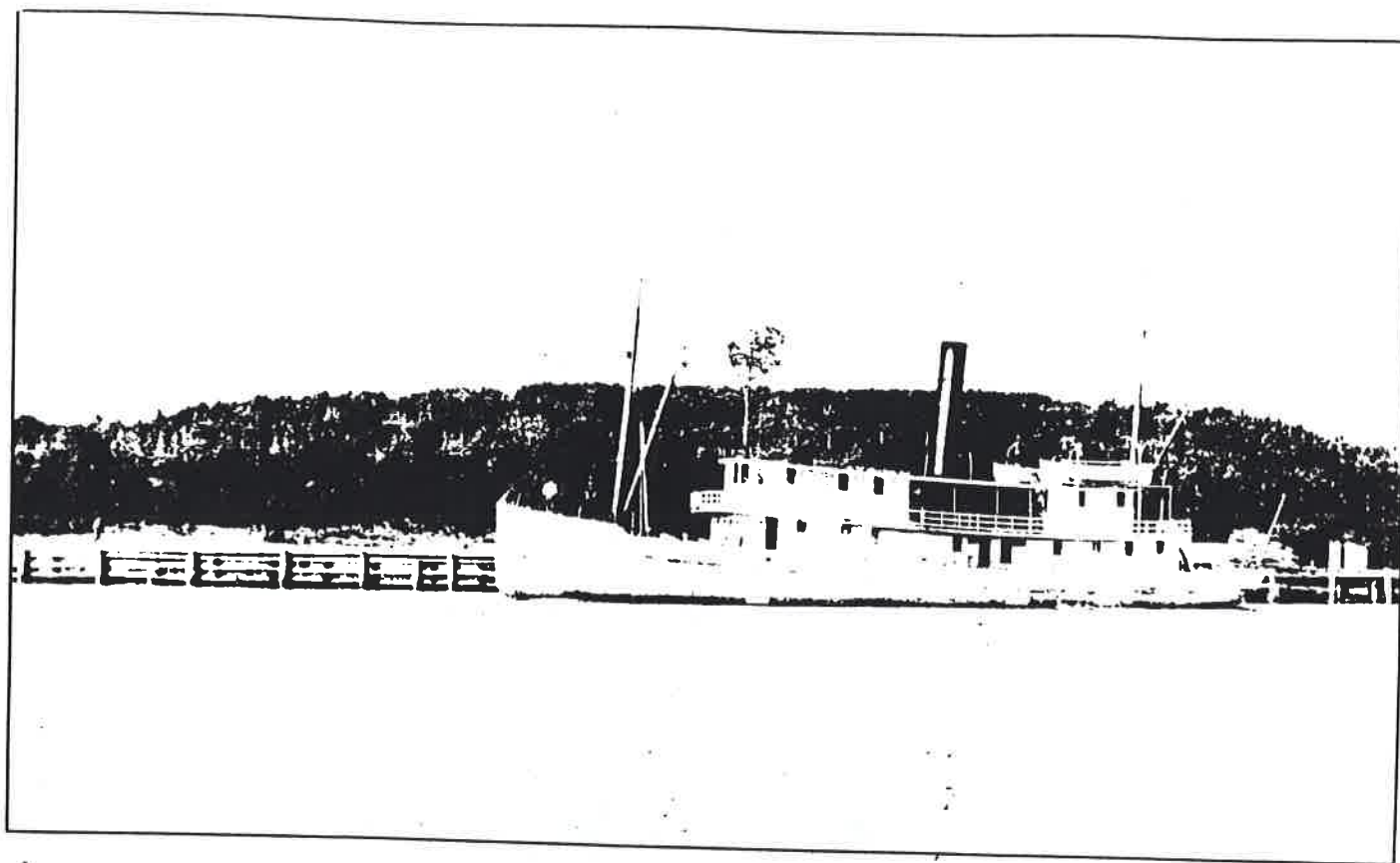
The steamship Amelia (1916-1918) then (1916-1918) It was owned by the Magdalen Island CO. The company was given a grant of 15,000 The first years and then later granted 18,000 a year. This picture was taken during the visit of Sir Wilfred Laurier the Prime minister of Canada to the Island in the month of Augustin 1900.



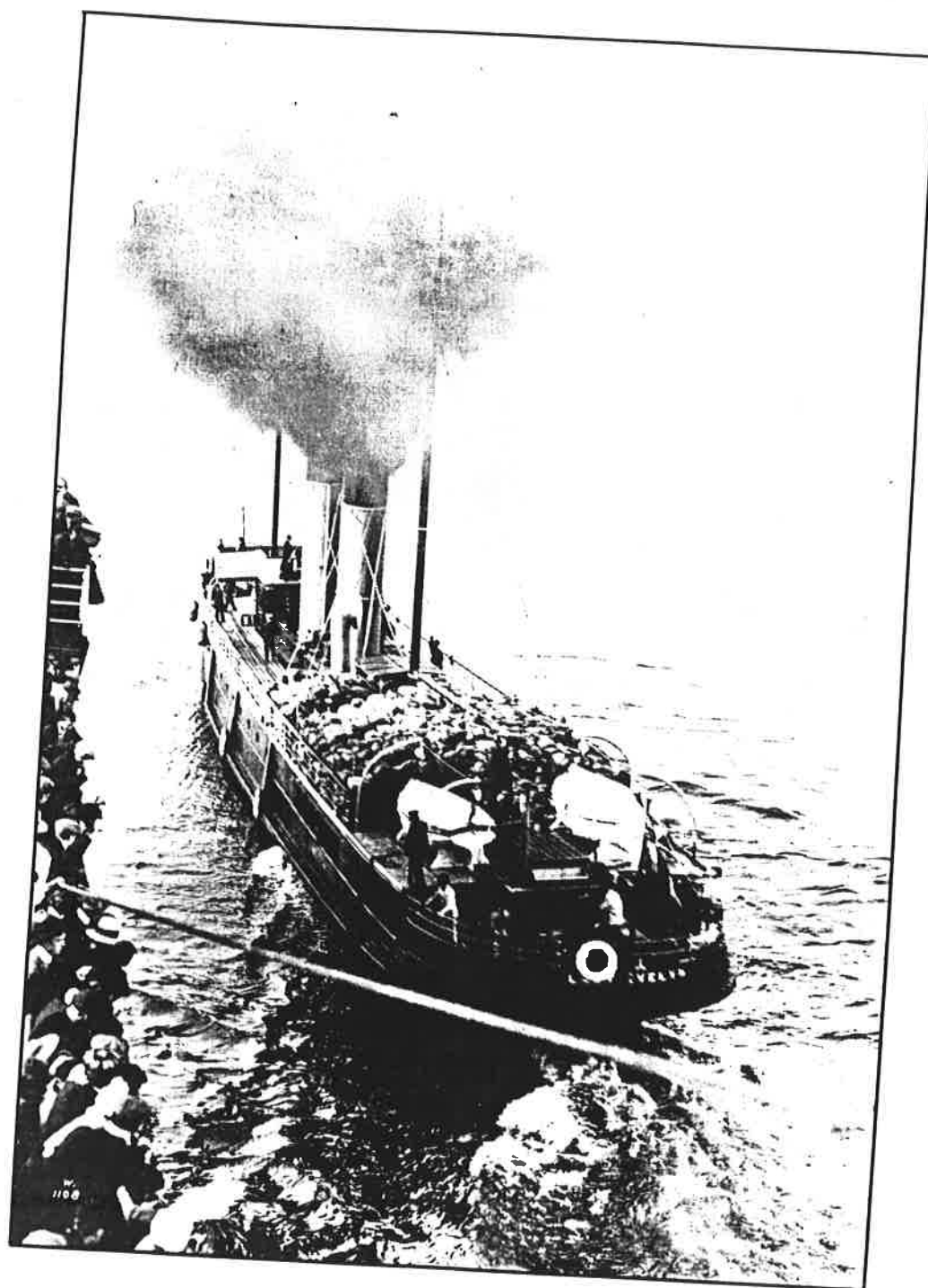
The steamship Lady Sybil was owned by William McLure .It ran from
(1914-1916)



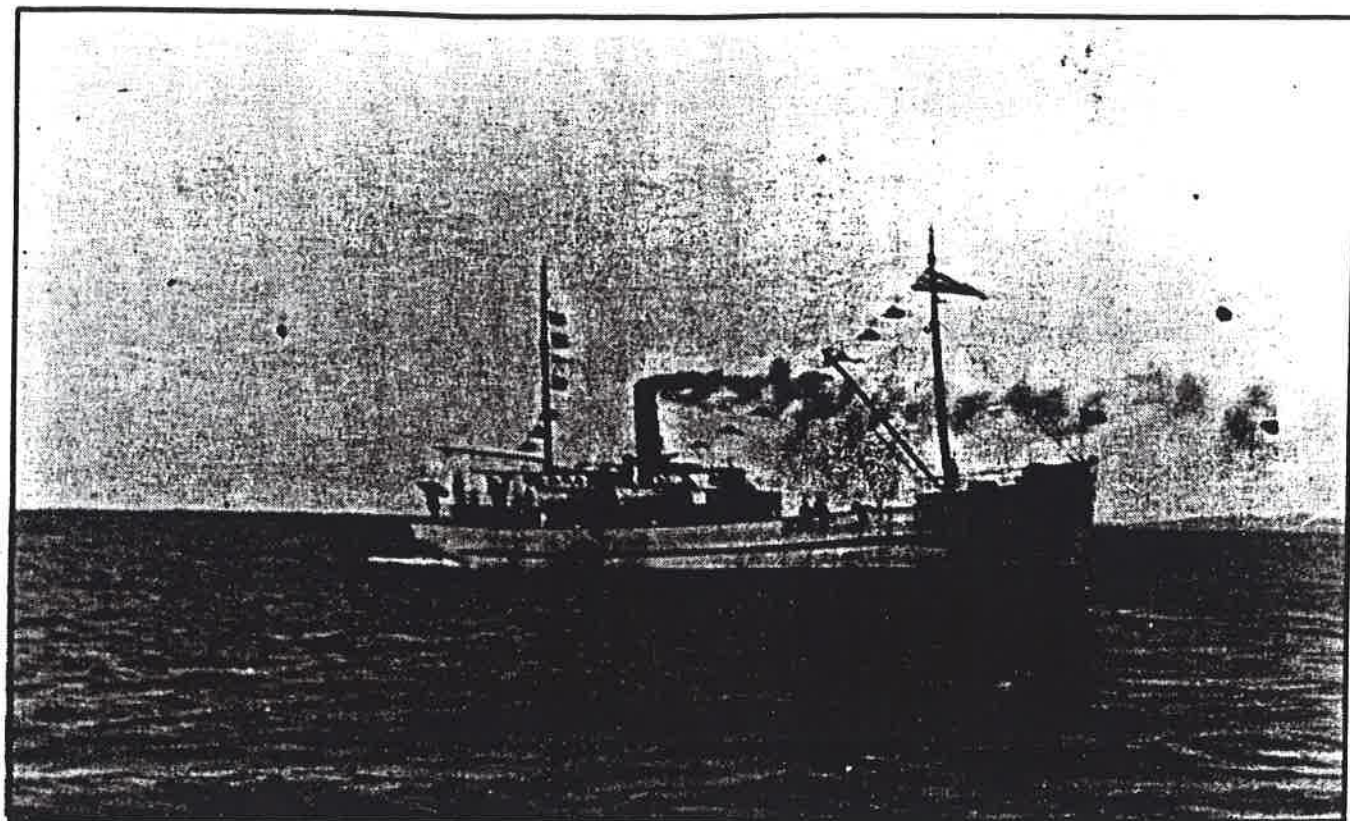
The Corine Was owned
by Gedeon Despres



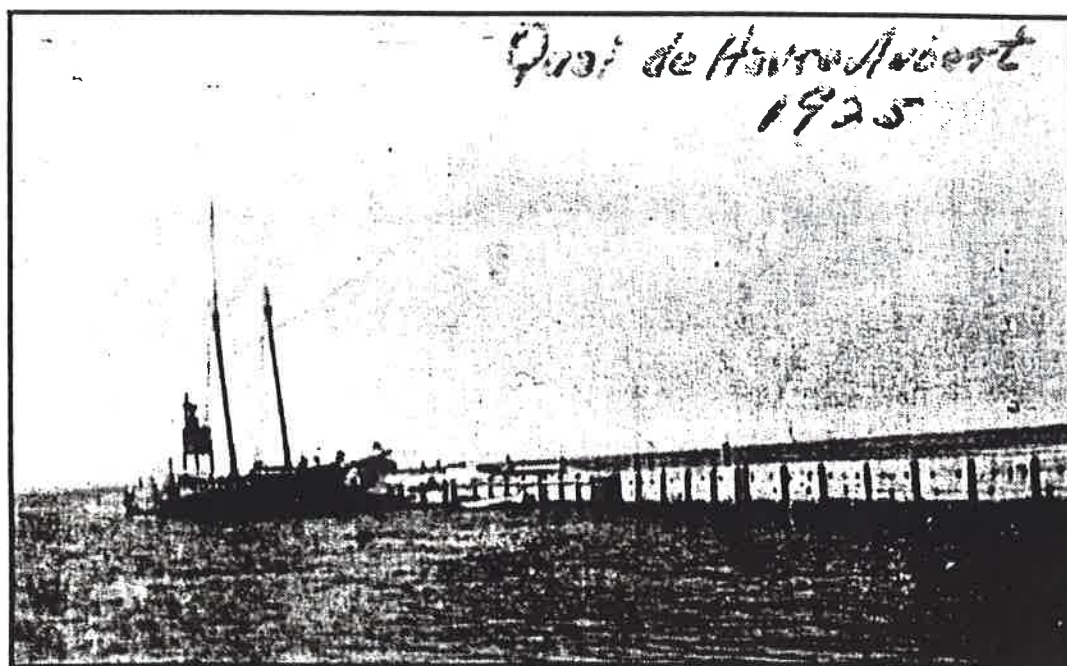
The steamship Enterprise was in service (1918-1919). She was owned by J.B. Farquher co. of the St.-Laurence Shipping company.



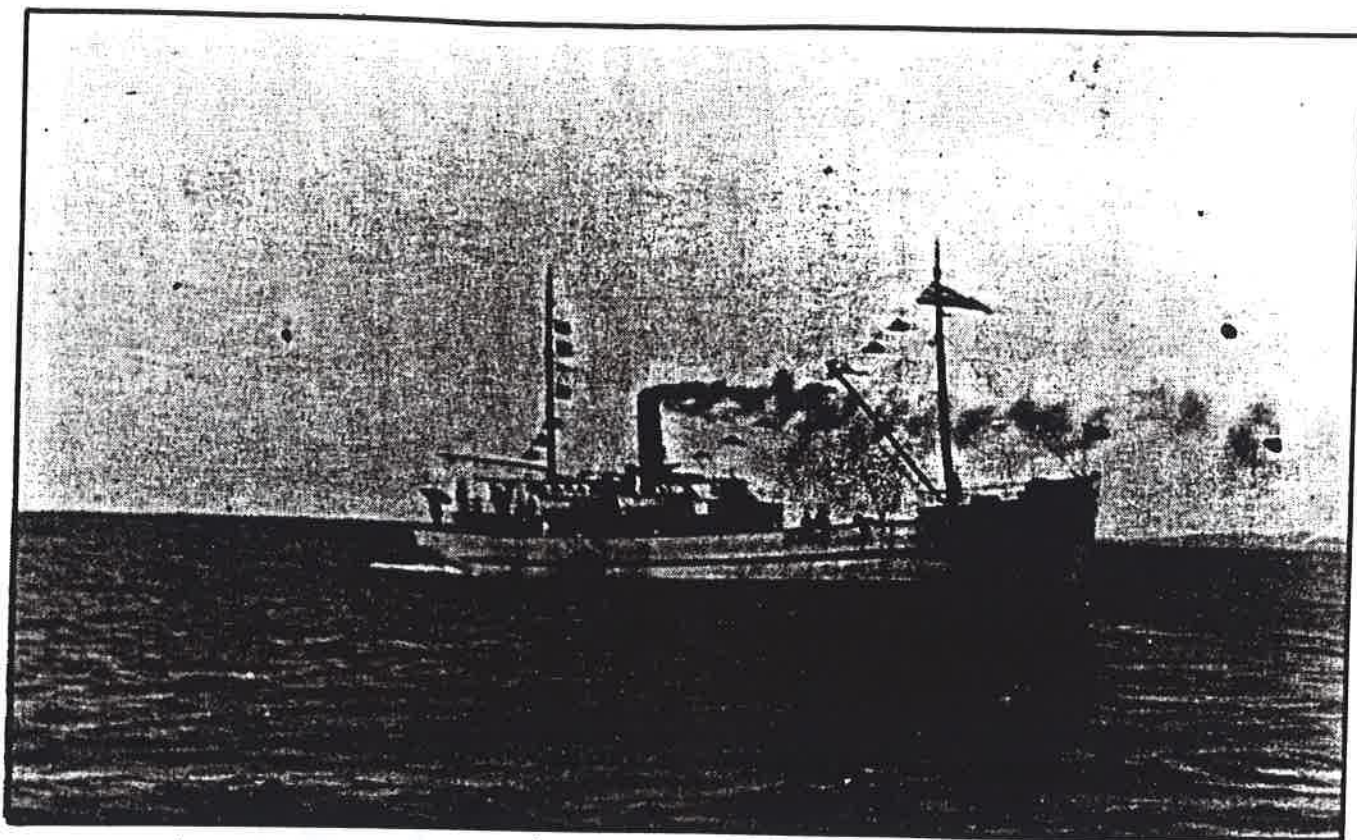
Steamship Lady Evelyn was in service from 1919 to 1921. It was owned by J.B. Farquhar and CO. Shipping and Trading



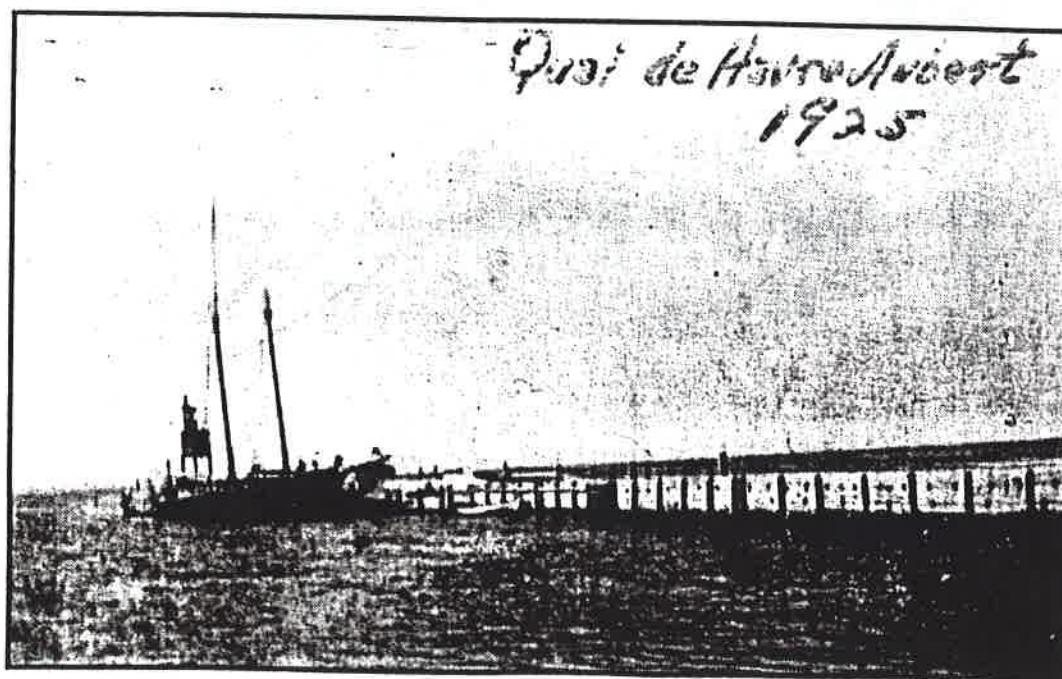
The R.W.Hendry Was the first first boat to carry both freight and passengers.It was owned by Madgalen Island Transport co.



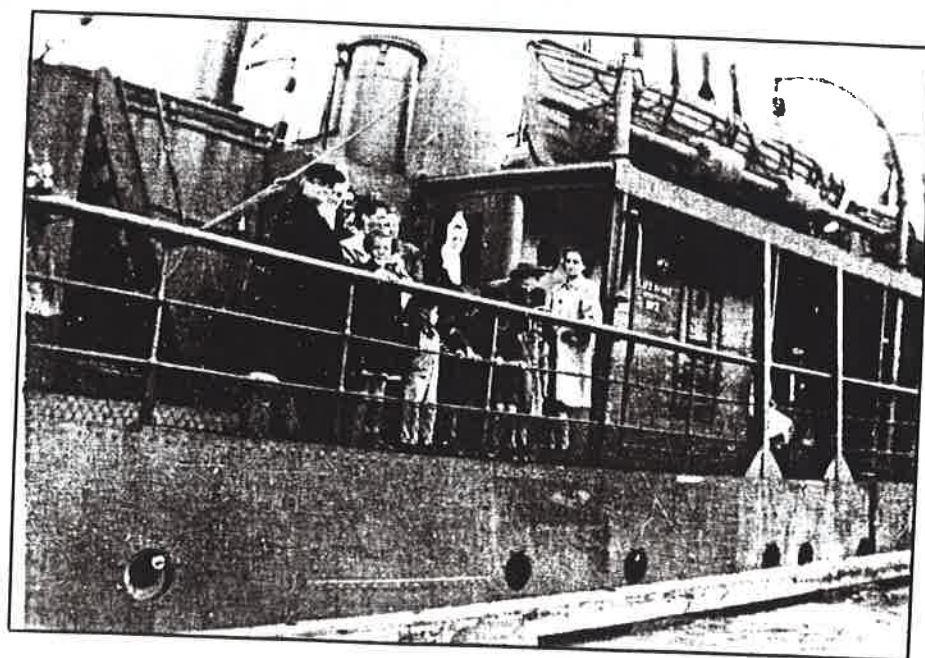
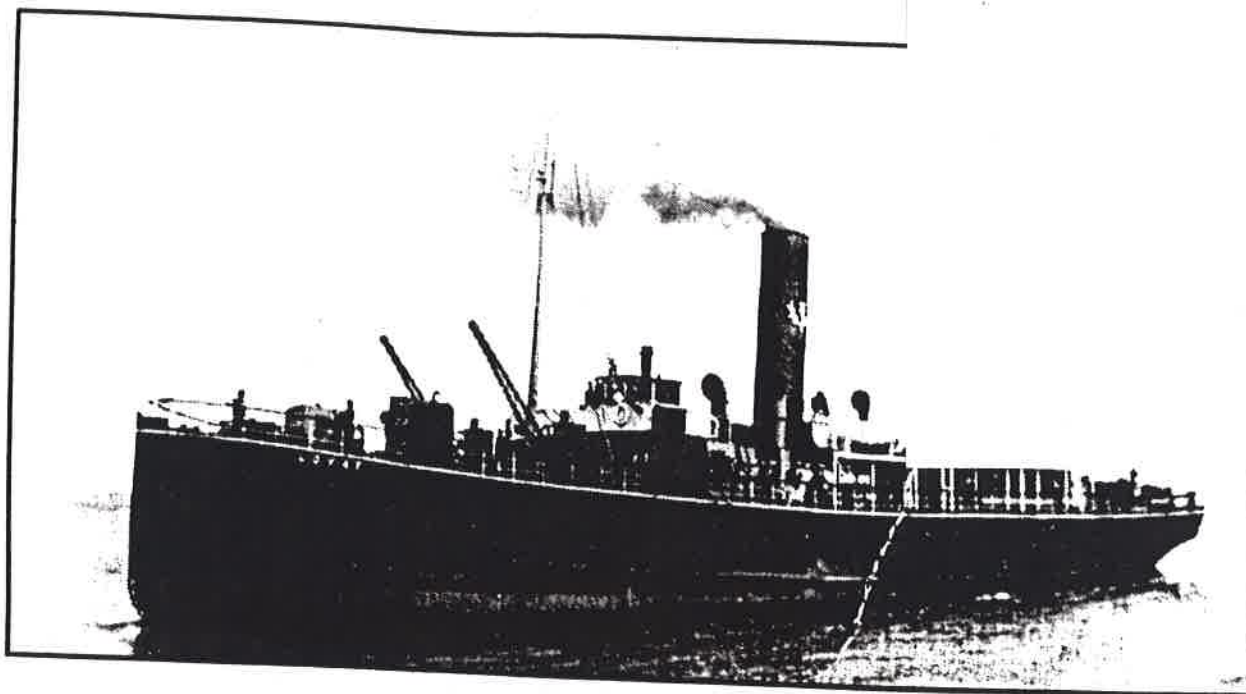
This sailboat transported fish to Halifax.The name is unknown.



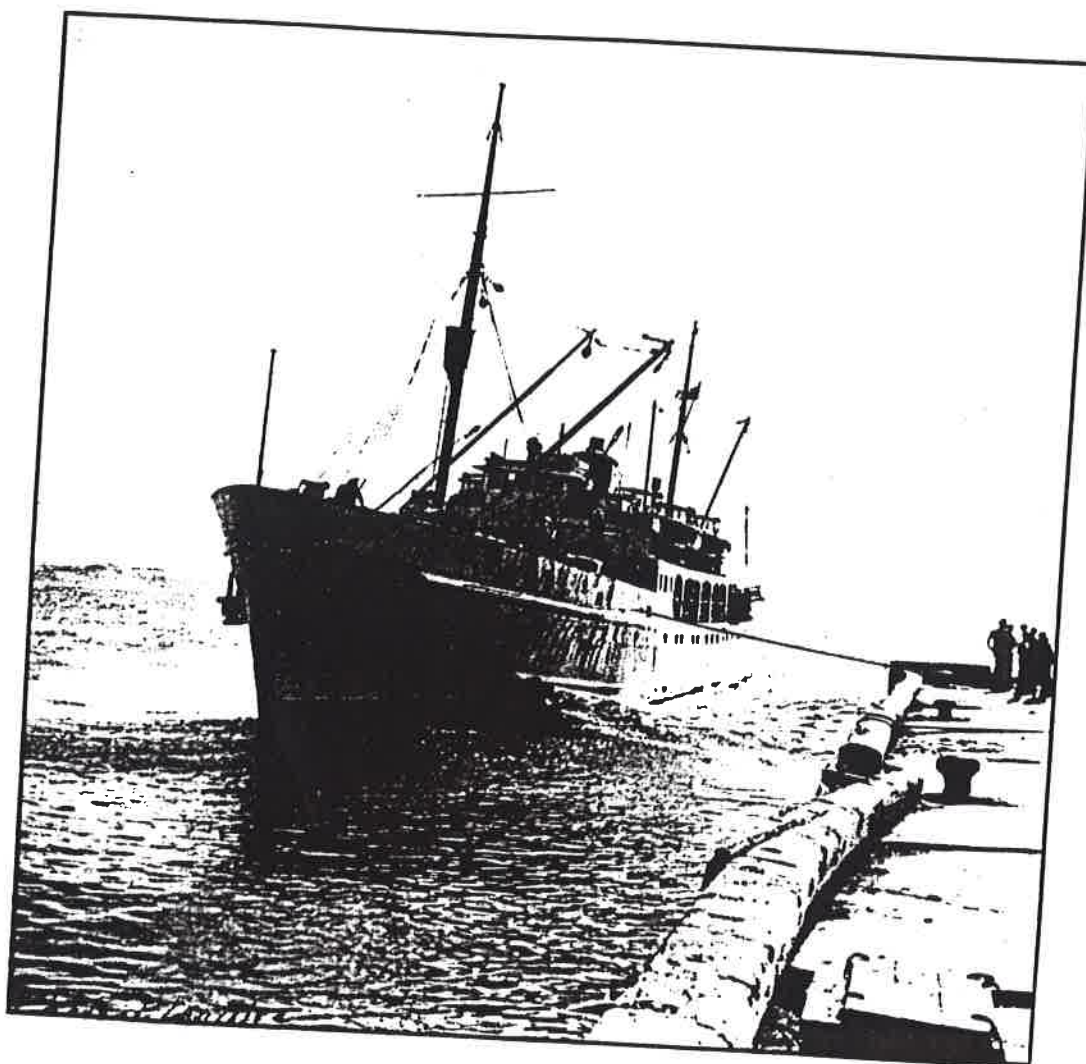
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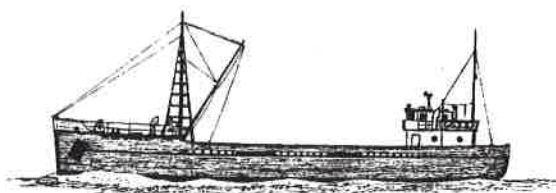
The Lovat was built in Glasgow Scotland .It had a crew of 25 men including 4 Stokers who fed 30 tons of coal each trip.She ran at about 9 knots and took between 8 to 22 from Souris P.E.I.It linked the Magdalen Islands to Souris and Pictou. The Lovat was retired in 1960.It served the island for 24 years (1924-1945)under the ownership of Fraser Lovat and from 1945-1948 under the ownership of Magdalen Island Transportation co. Ltd .She was a freight boat and also carried passengersThe last captain was Romeo Bourgeois.



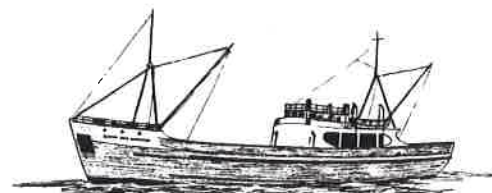
The North Gaspe in the 1960's. vehicles were hoisted on the ferry by big chain blocks. They could not take many vehicles on board. The North Gaspe made runs to Souris P.E.I and to Pictou .It took 11 hours to go to Pictou and about 6 hours to souris. The boat also carried freight. It could not carry many passengers

C.T.M.A Group

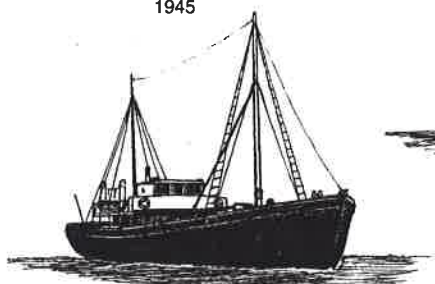
It was in 1945 C.T.M.A that C.T.M.A first ship ,the M.V. Maid of Clare ,started a continuous service between the Magdalen Islands and Halifax ,Nova Scotia. Shortly after the company acquired the M.V. Laverniere ,the Bradford, the M.V. Harve Aubert and the M.V. Harve-aux Maisons, All between 1945-1948. In 1956, the Flojald II was acquired followed by the M.V. Brion in 1958, which would ensure a service between the Islands, Quebec and Montreal. The M.V. Dvora and the M.V. Vega were acquired between 1958-1962. In 1962 the M.V. Madeleine took the place of the M.V. Brion on the Montreal route, while the M.V. Brion was assigned To the Maritime route. In 1970 the second M.V. Madeleine was assigned to the Montreal route. In 1987the M.V. Voyageur became The latest acquisition for C.T.M.A That ship is now assigned to a year round service between Montreal, Matane in the Gaspé region and the Magdalen Islands. The C.T.M.A ship the Voyageur is a ship capable of navigating the ice, thus insuring a very modern service .She can carry passengers,cars,trucks,vans and containers.



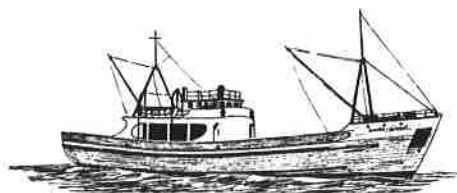
"Maid of Clare"
1945



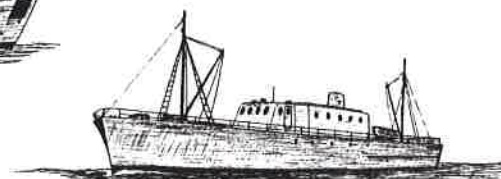
"Havre-aux-Maisons"
1947



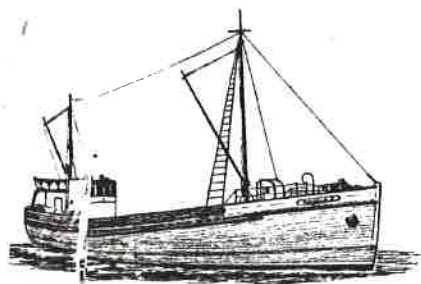
"Bradford"
1945



"Havre-Aubert"
1947



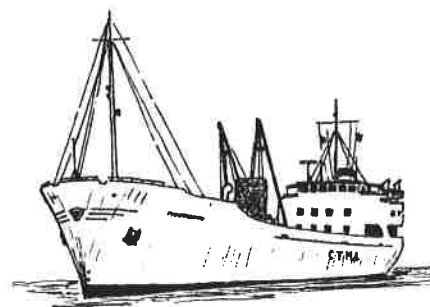
"Lavernière"
1946



"Flojald II"
1956



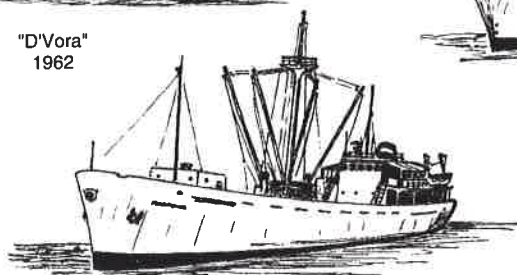
"D'Vora"
1962



"Madeleine CTMA"
1970



"Brion"
1958

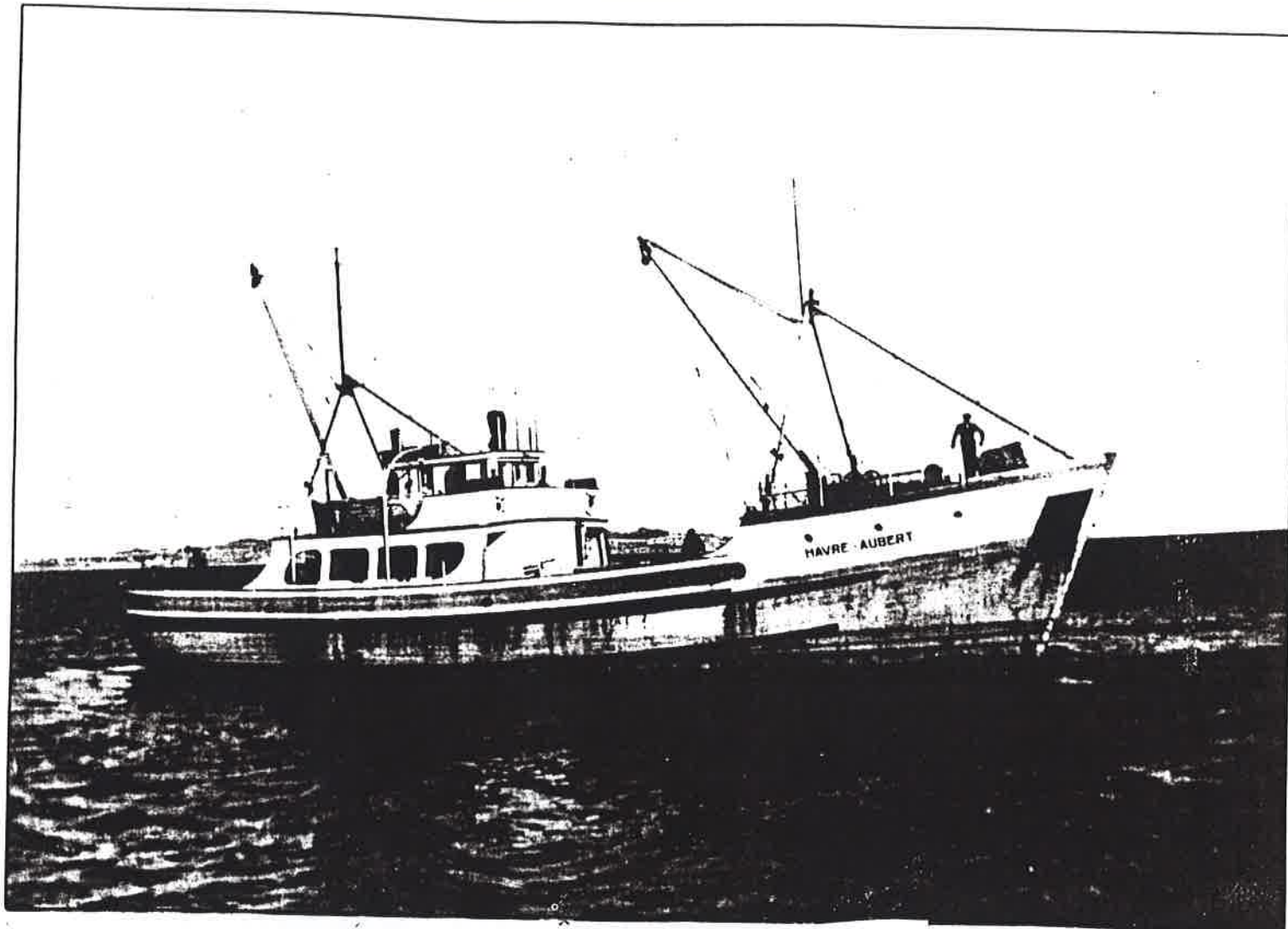


"Madeleine"
1962

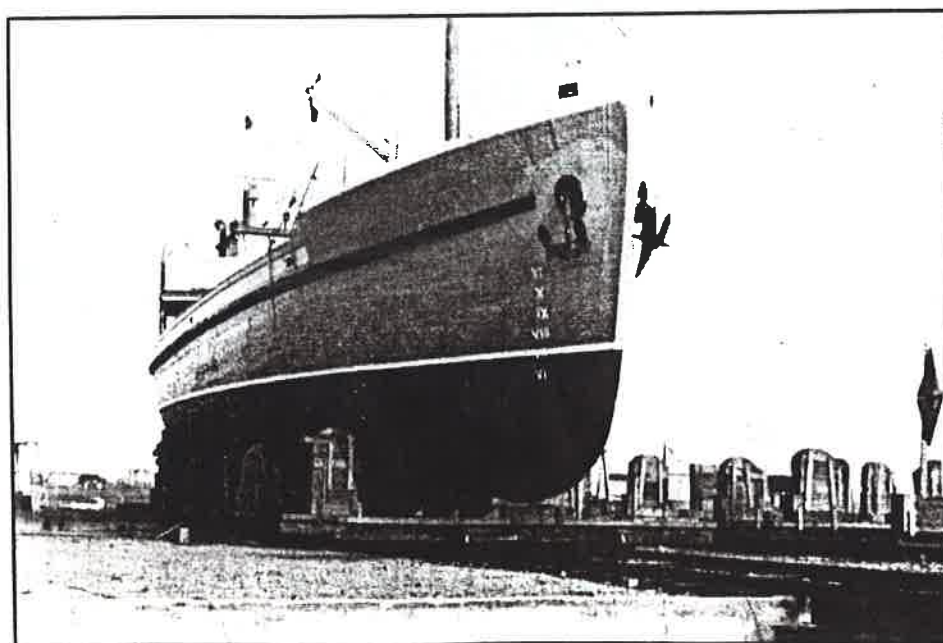
Boats owned by the C.T.M.A

Maid of Clare	1945
Laverniere	1945-1948
Bradford	1945-1948
Harve-Aubert	1945-1948
Harve aux Maisons	1945-1948
Flojald 11	1956
Brion	1958
D'vora	1958
Vega	1958-1962
Madeleine 1	1962
Madeleine 11	1970
Manic	1970
Lucy Maud Montgomery	1975-1998
M v Madeleine	Presently running Magdalen Islands to Souris P.E.I.
The Voyager	Presently running from Magdalen Islands to Montreal

the madeleine



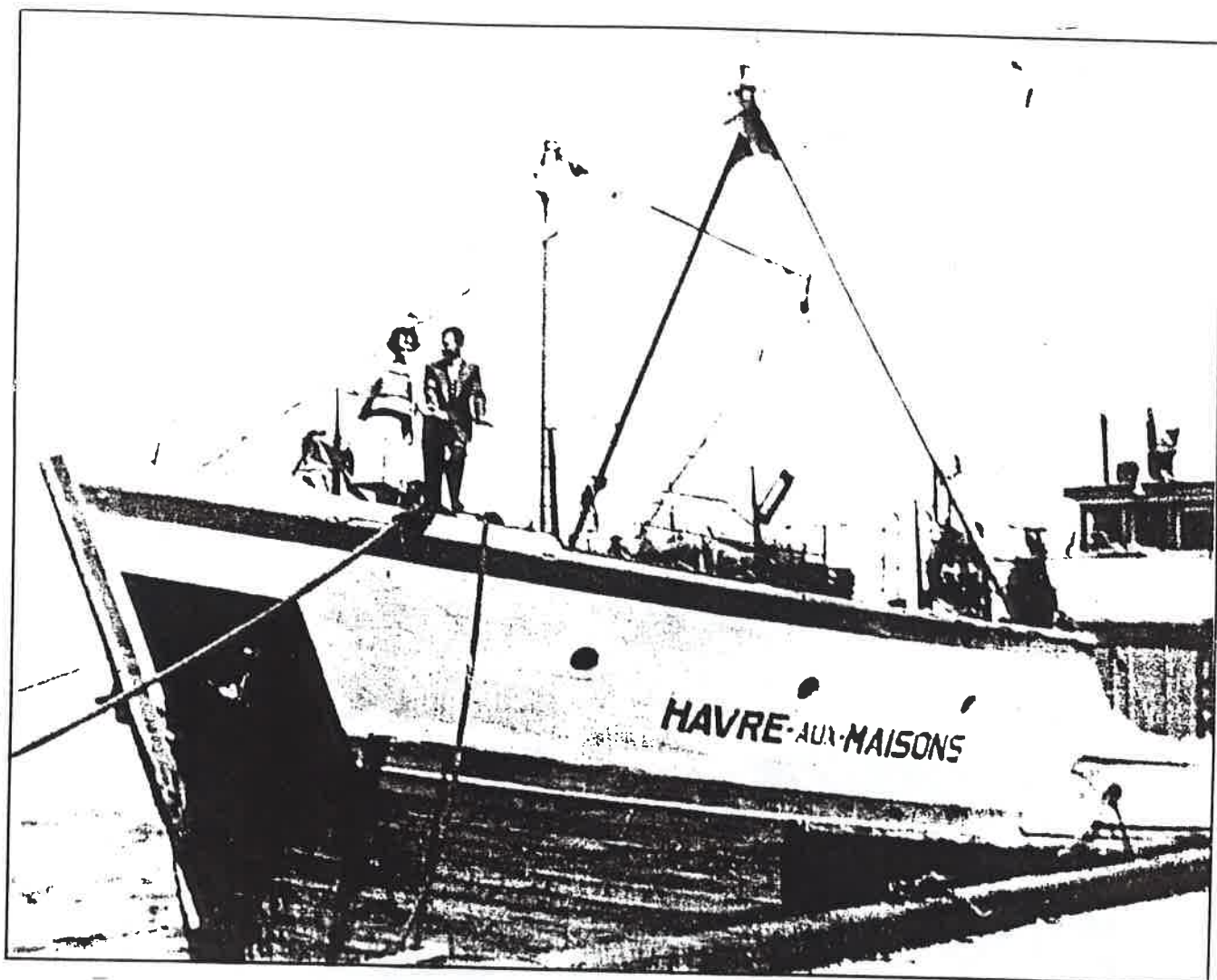
The Havre-Aubert ran from (1945-1948)



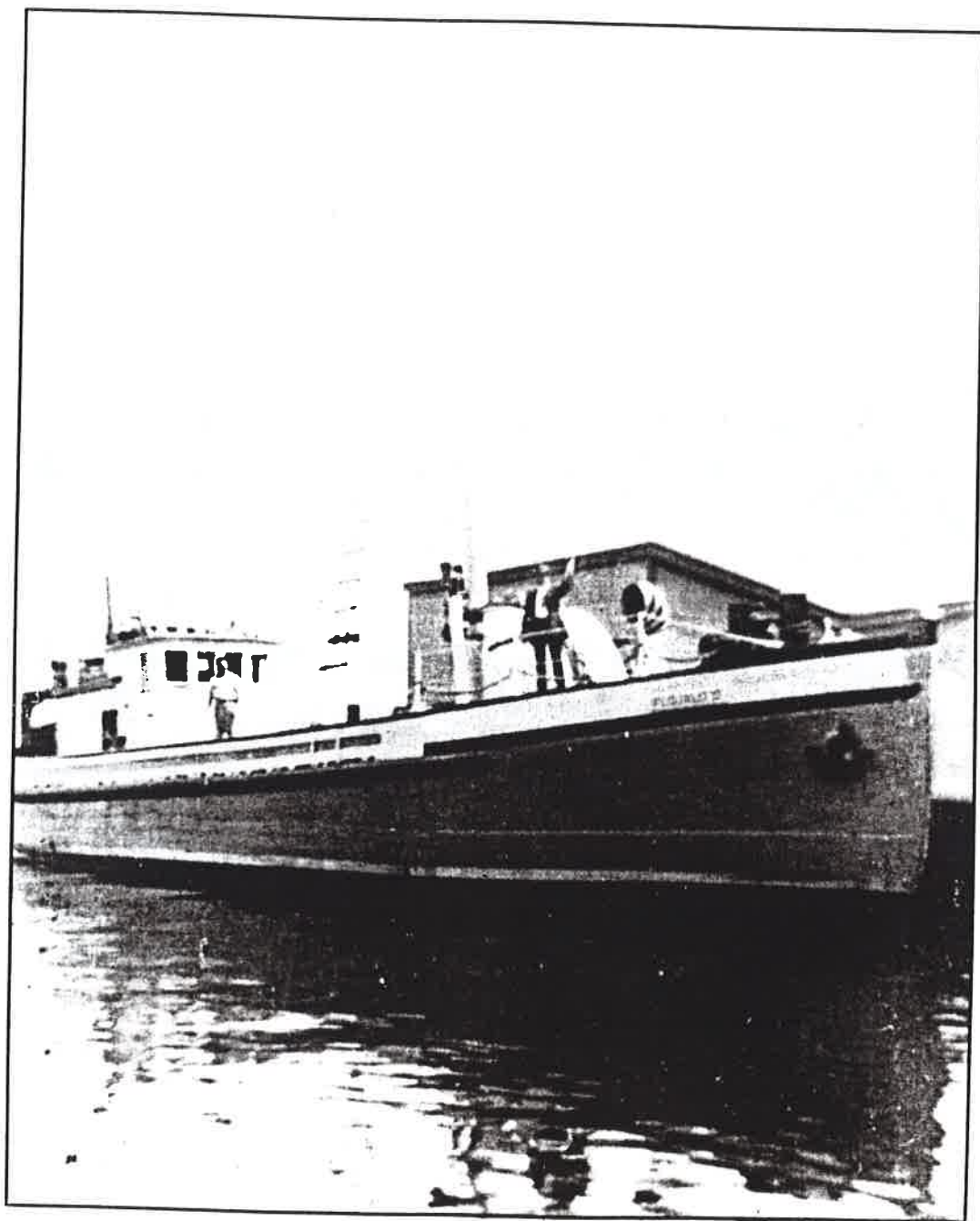
The Maid of Clare was owned by the C.T.M.A. It ran a route to Halifax in 1945 carrying passengers and freight.



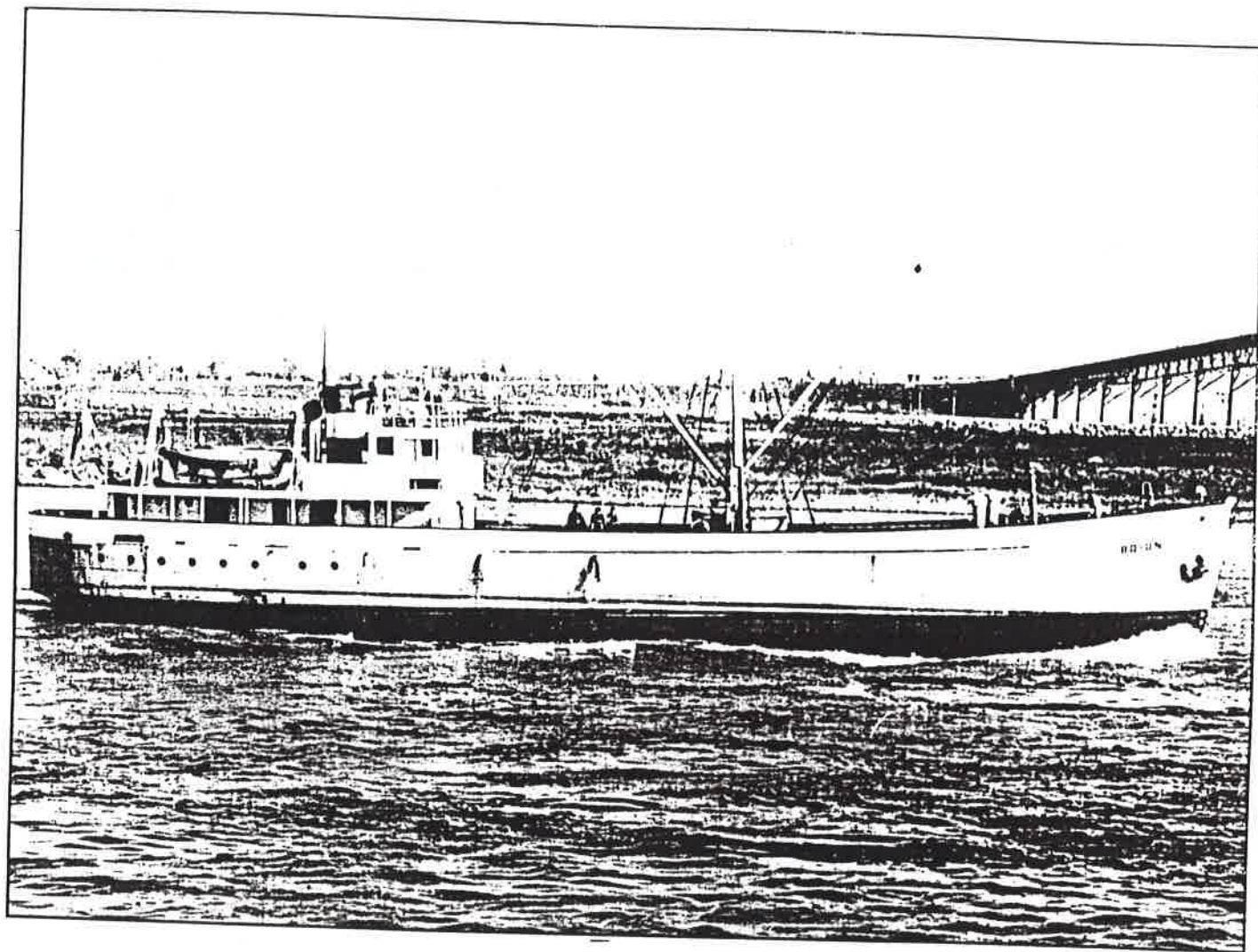
The Bratford ran from 1945-1948. It was owned by the C.T.M.A.



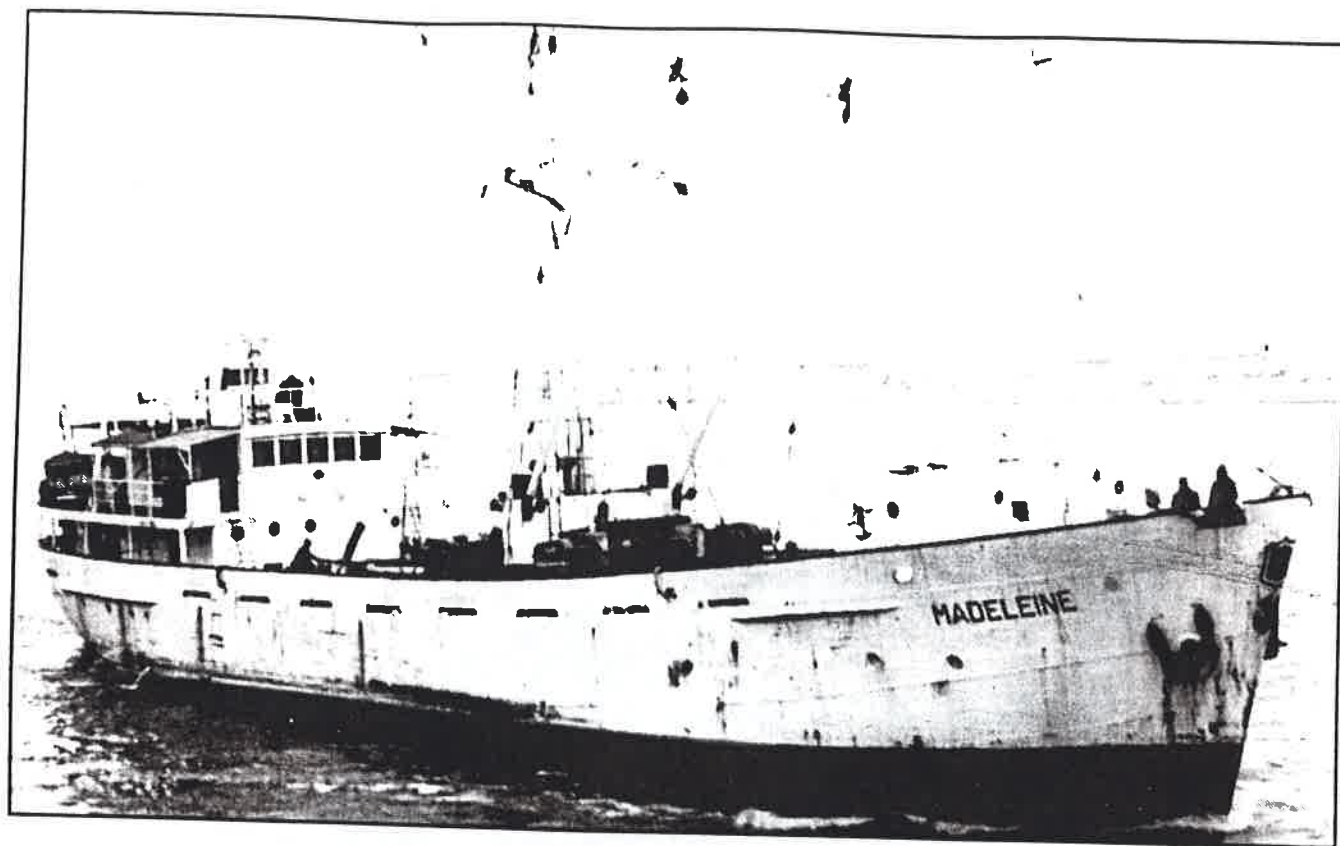
The Harve -aux Maisons. This boat was owned by the C.T.M.A 1945-1948



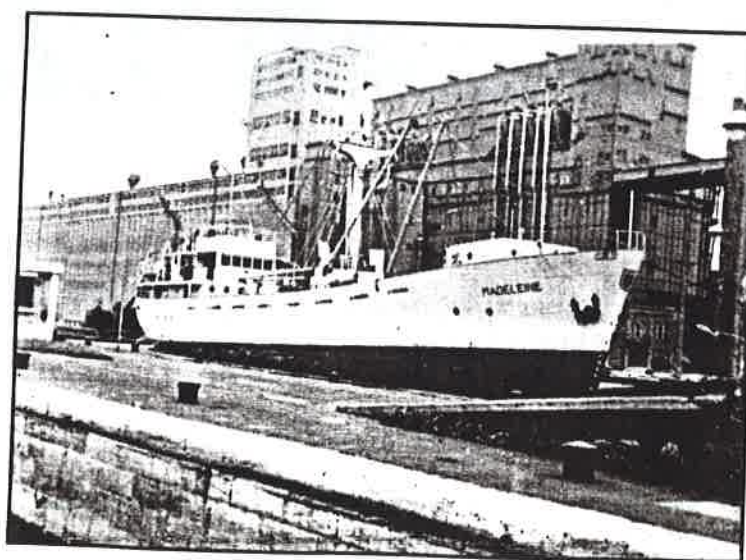
The Flojald 11 1956 was owned by C.T.M.A.



The Brion Was the first boat To travel the Quebec-Montreal run.It was owned by the C.T.M.A.It ran in 1958.



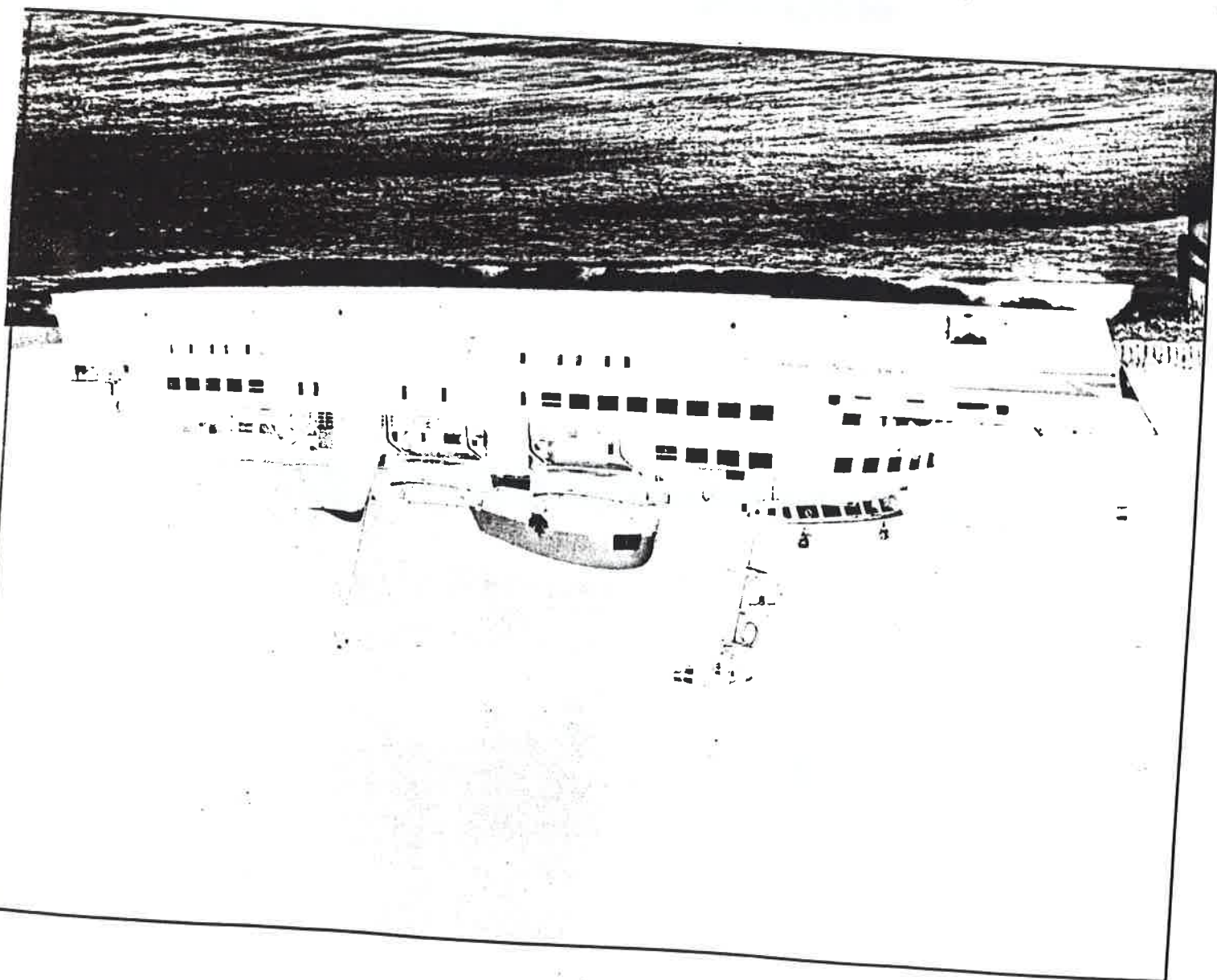
In 1962, the first Madeleine was replaced by the Brion on the Quebec – Montreal Route. The first Madeleine run from 1962-1970.





The Manic was the first car and truck drive on Ferry. Because of the growing demand she was replaced by the Lucy Maud Montgomery.

The Lucy Maud Montgomery 1975-1998





M.V. MADELEINE

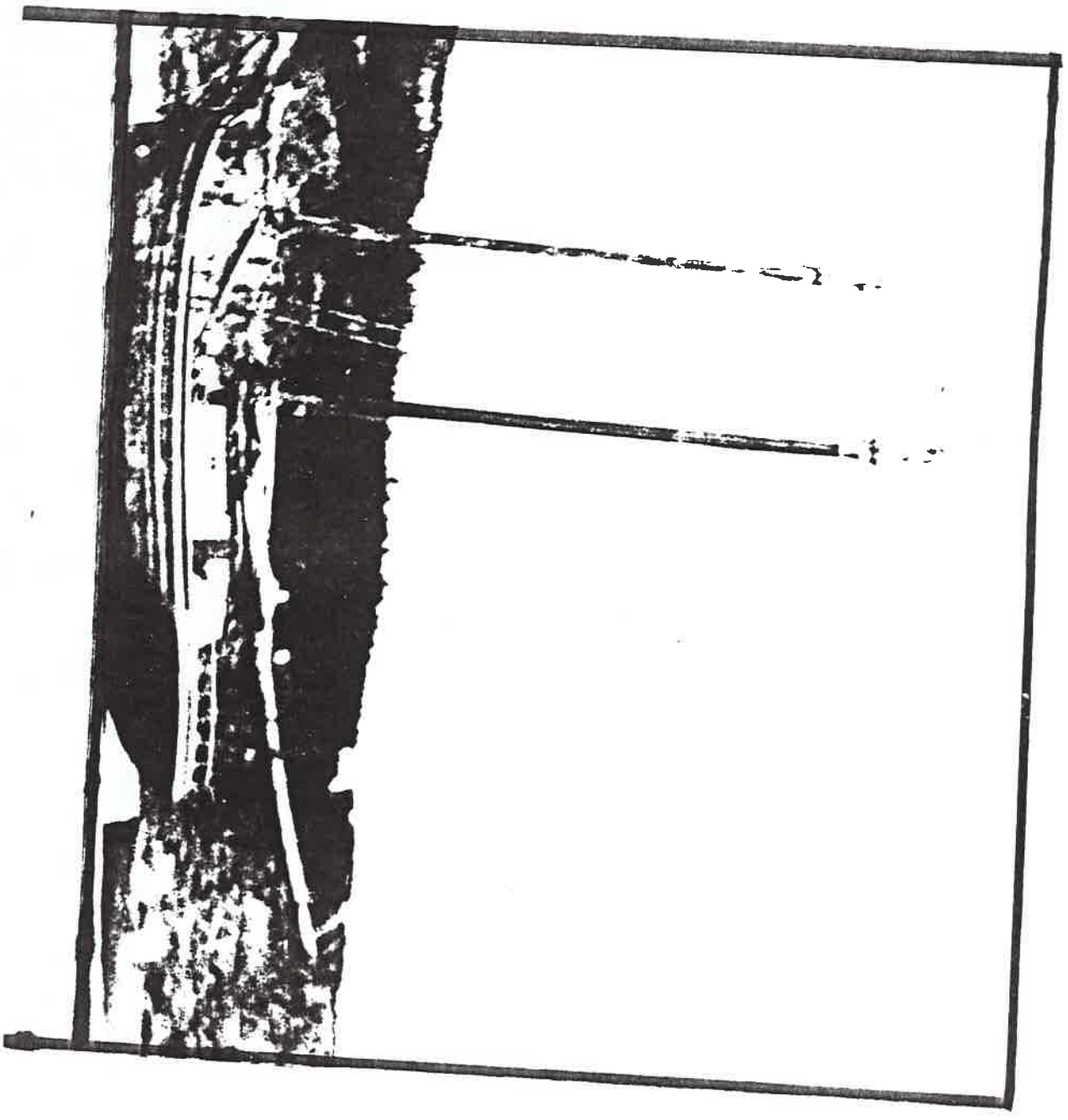


M.V. Voyager

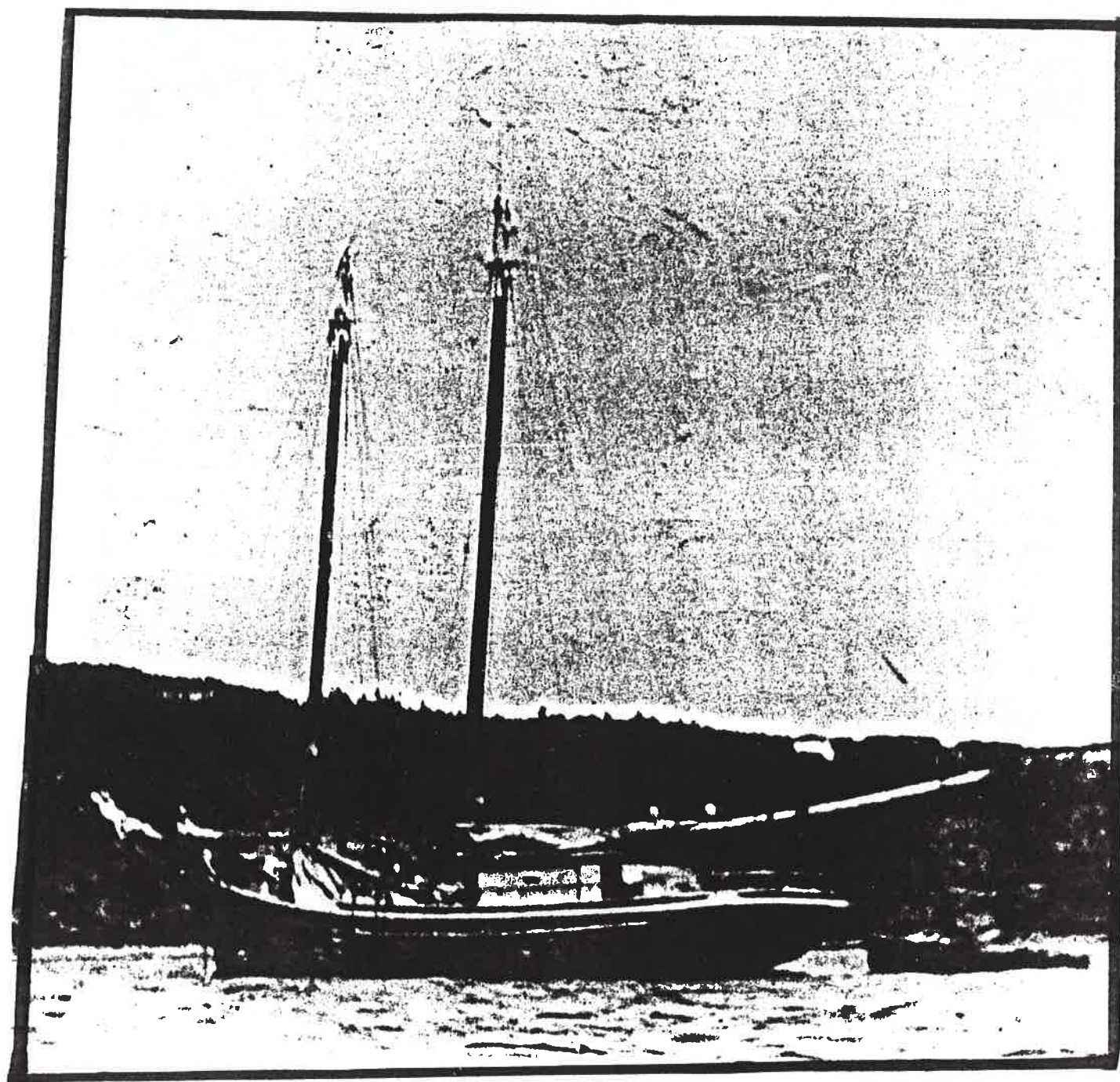
THE BOATS OF HARVEY TAKER SN.

Harvey Taker bought his first vessel in 1920, the following vessels were used to carry freight such as coal, lumber, cord wood, salt ect. from the Maritimes to the Magdalen Islands .

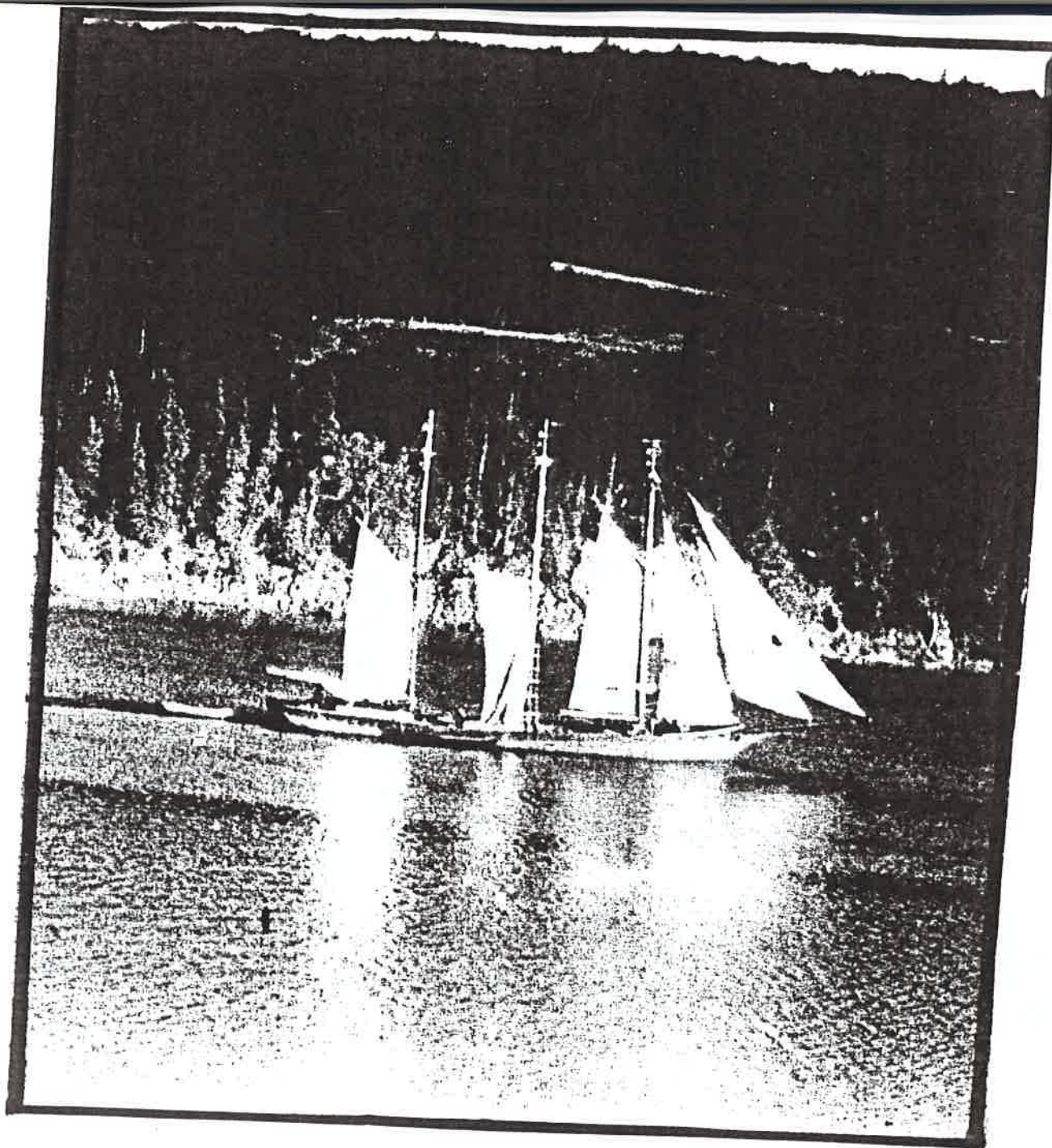
General Middleton	1920-1930
Electro	1930-1934
Braford	1935-1945
H.K.P.	1944
Conductor	1945-1946
Bessie Louise	1946-1953
W.J.Ellisson	1954-1972



General Middleton Purchased in Halifax in 1920 Cargo boat She was traded for the Electro in 1930. In 1934 she sank with a load of coal aboard.



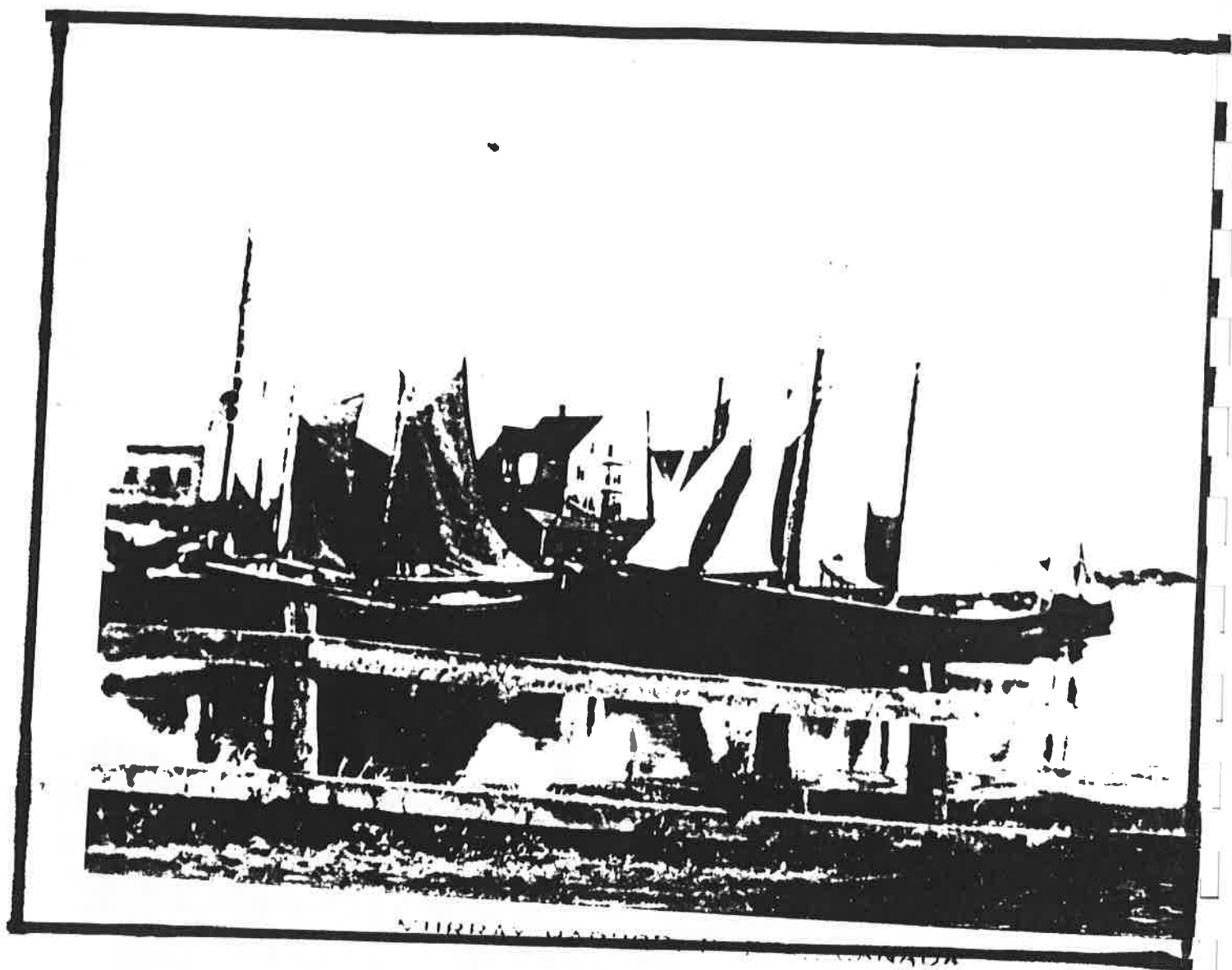
Electro 1930-1934 In 1934 she sank about five miles off Grande Entrée with a full load of coal.



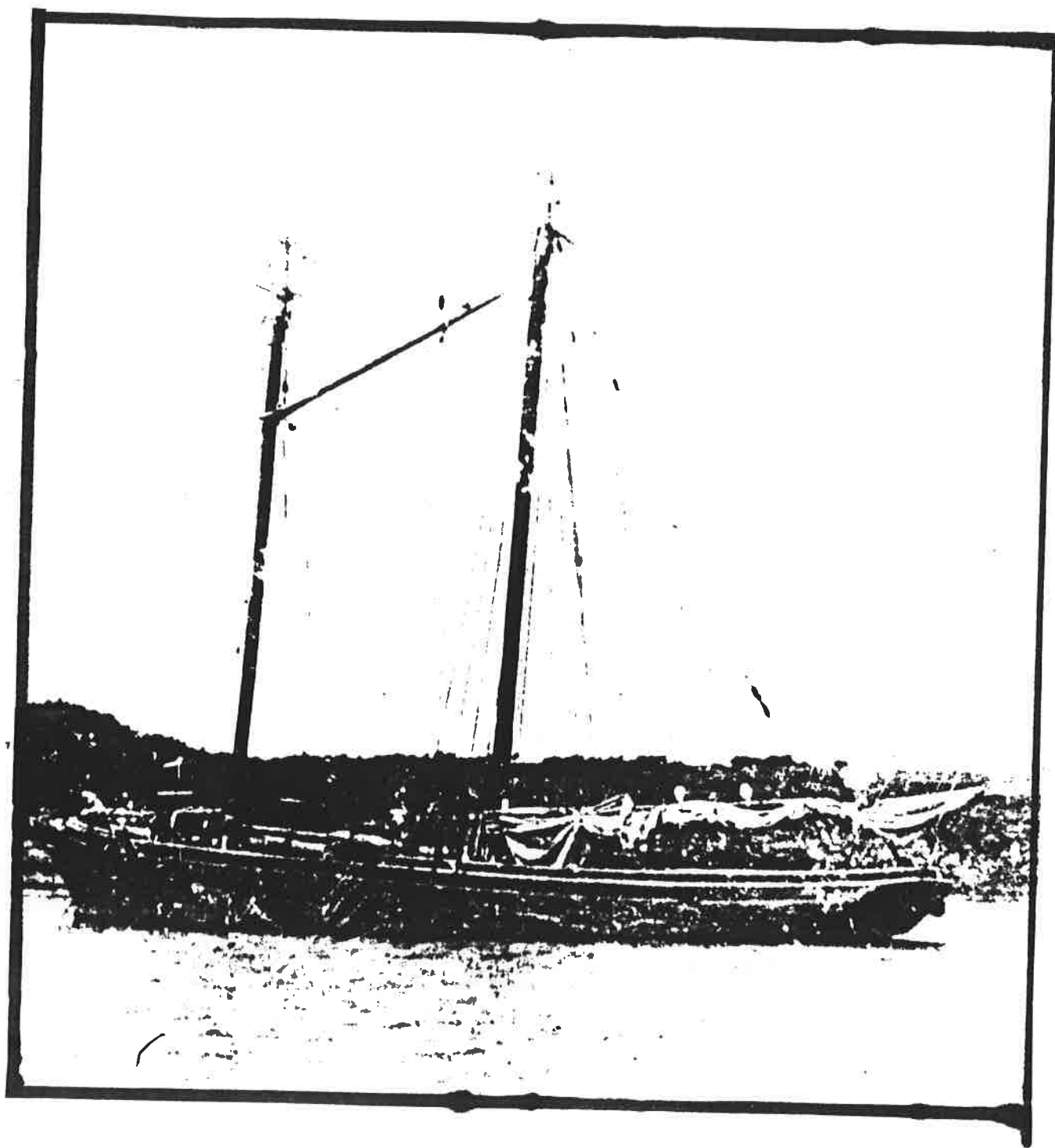
G.R. Bradford 1935-1945

This ship was purchased by Harvey Taker Sr. in Maine U.S.A. in the Spring of 1935. With a crew of four men this ship sailed from Maine under sails alone, without an engine. They stopped at Halifax, on route to the Magdalen Islands, to take on water and supplies. After they acquired this ship they fitted it with motors and added a third mast to make it easier to handle the sails.

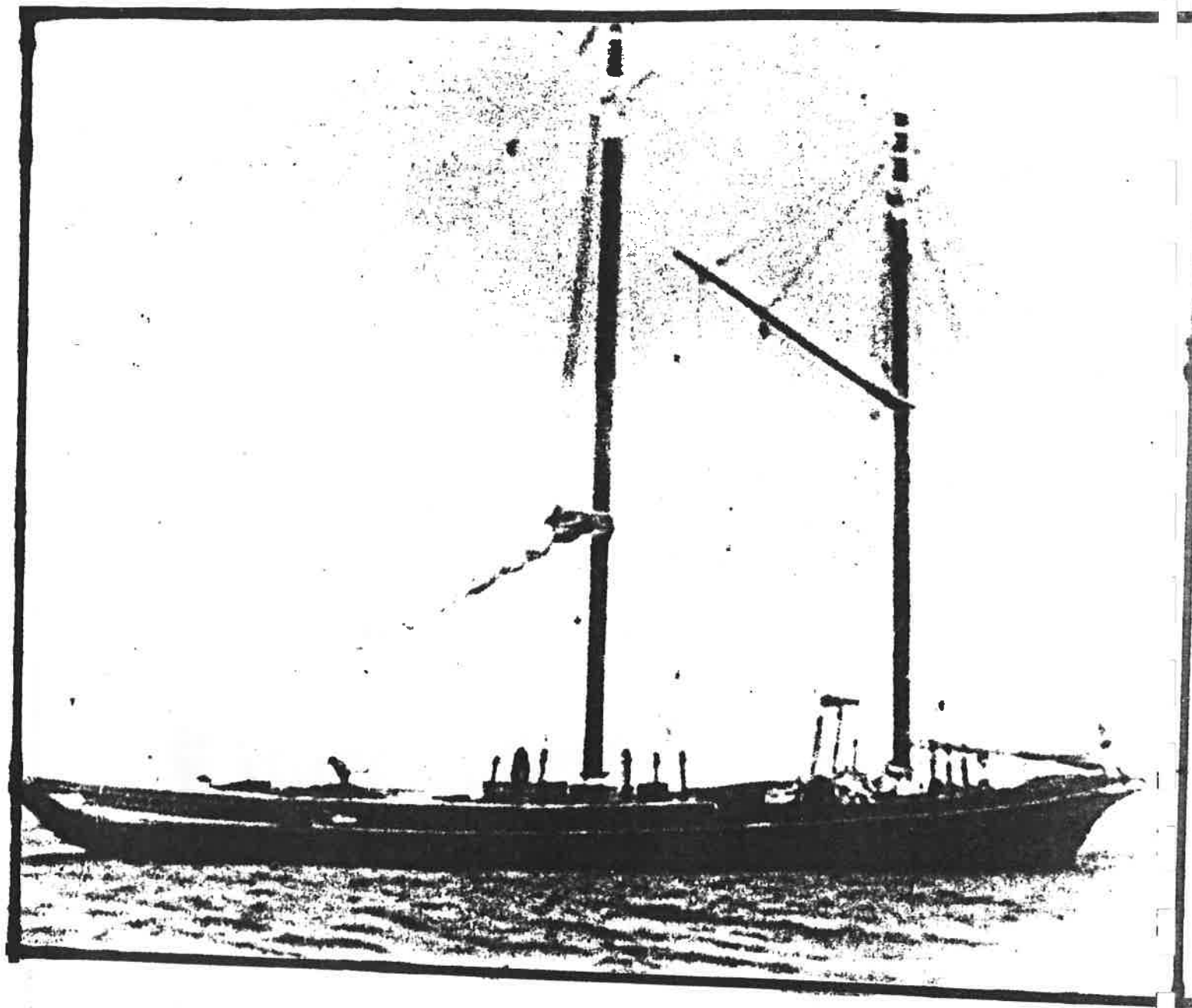
This boat was sold to F.W. Leslie, when the Leslie's left the Islands. She was sold to the Co-Op of the Islands. The Co-Op sent the Bradford to La Have Nova Scotia to be remodeled as a Power boat to carry freight. She went ashore on Sandy Hook, Magdalen Islands in the Mid 1950's and was wrecked.



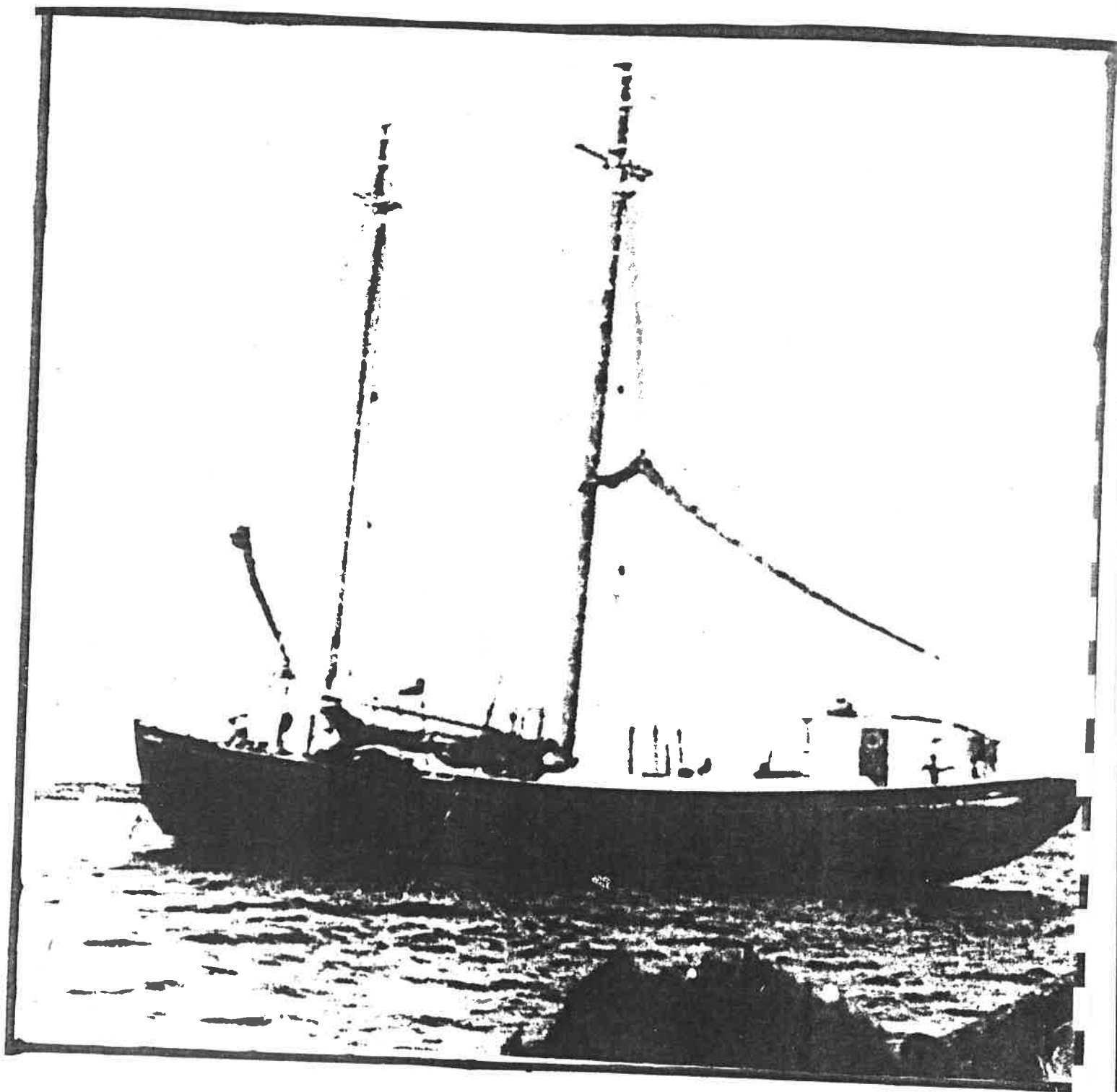
H.k.P. Bought in April of 1944 from Murray Harbour P.E.I. She sank in the Grosse Ile Bay nov. 6(1944.)



Conductor Purchased in April 1945 (Rechubucto N.B) . Sold in 1946 to someone in Canso (nova Scotia)

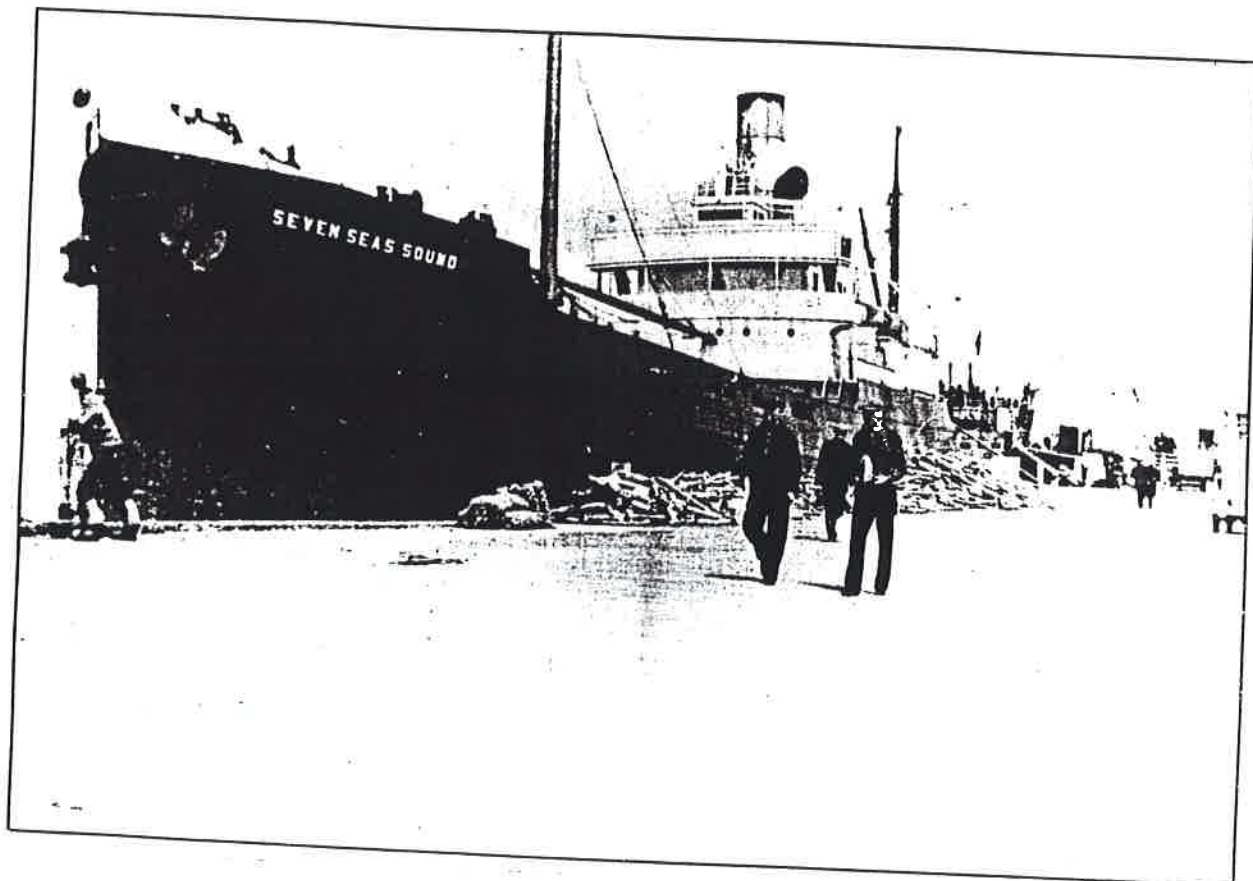


Bessie Louise Purchased in Port Aux Basques (N.F.L.) She was then sold
in 1953 to Leger Arseneault .

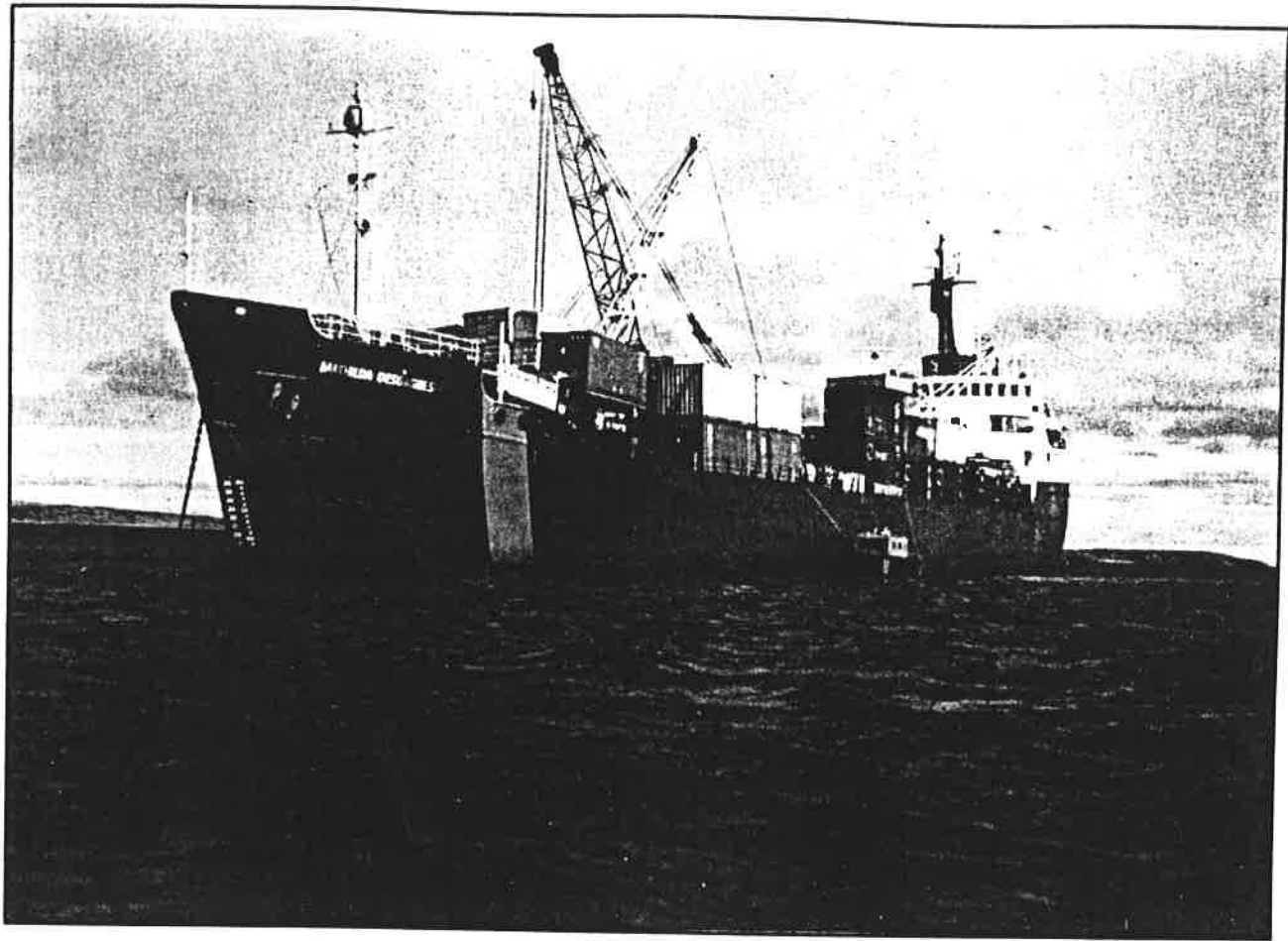


W.J. Ellisson Purchased in Trinity Bay (N.F.L.) April 1954 and sold in 1972
to Mike Raven from New York U.S.A.

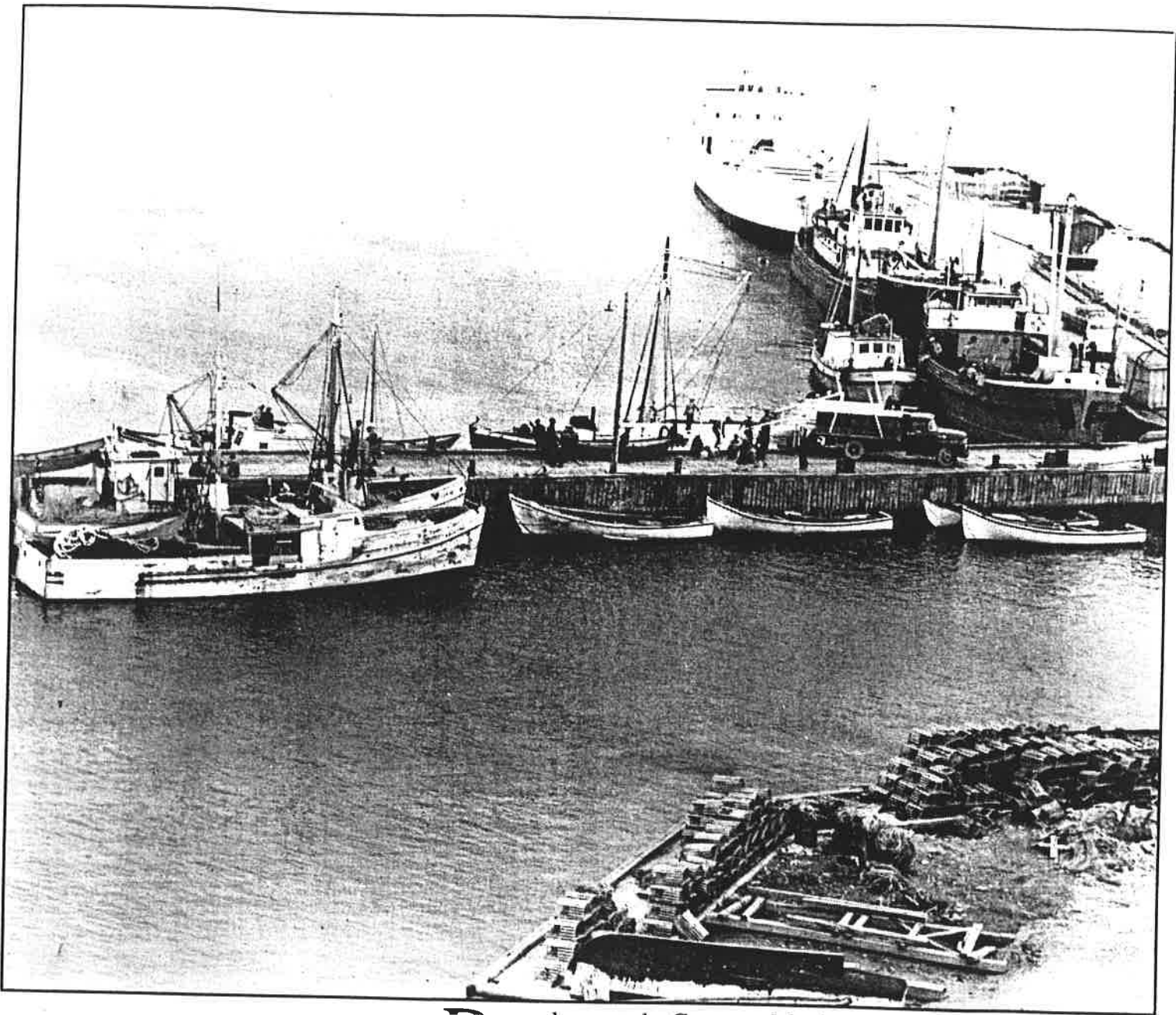
MISCELLANEOUS SHIPS



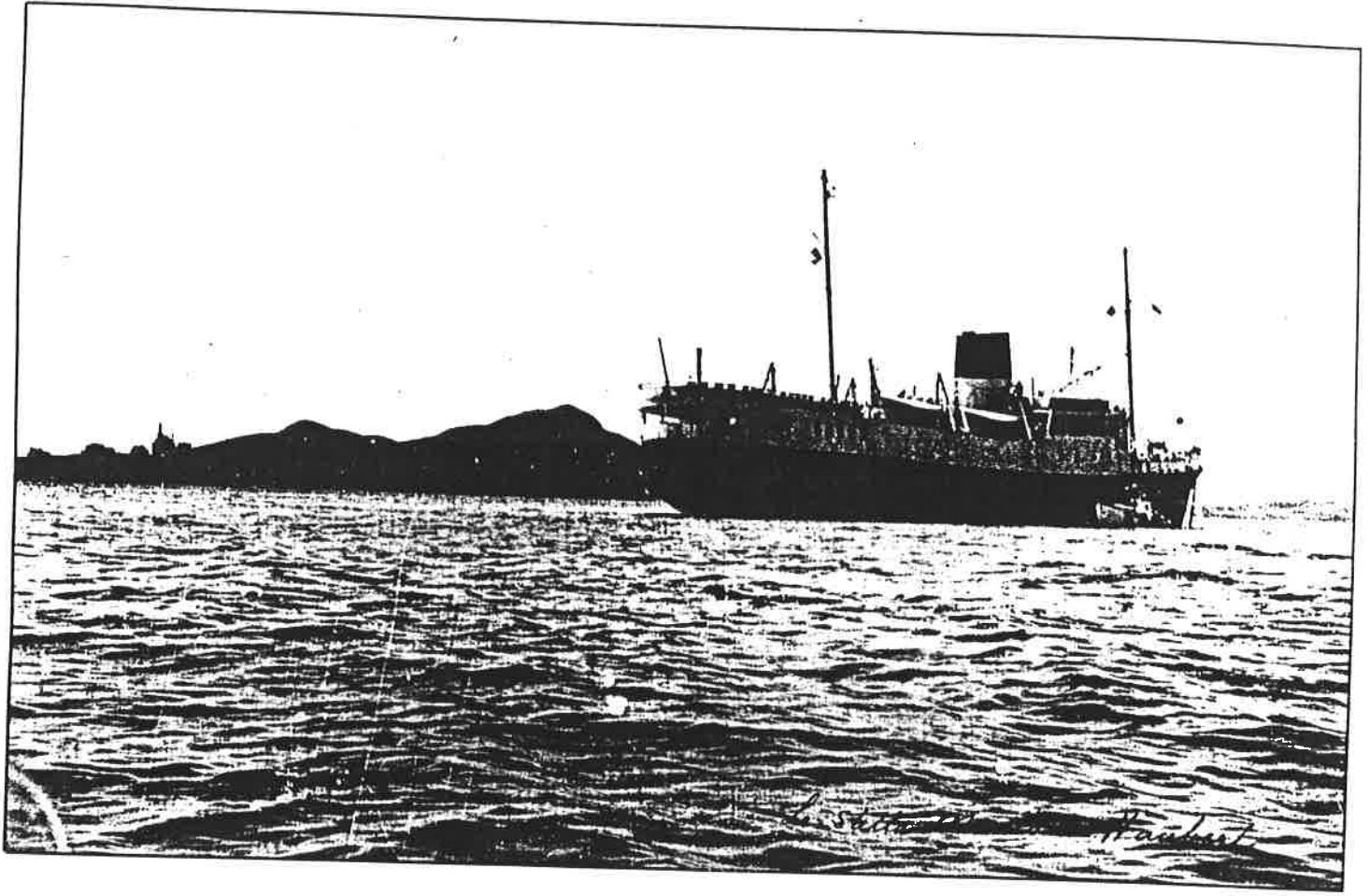
May 1935 The Seven Seas Sound hired by Harold Haddad and George Sumarah arrived from the caribbean with a load of freight.



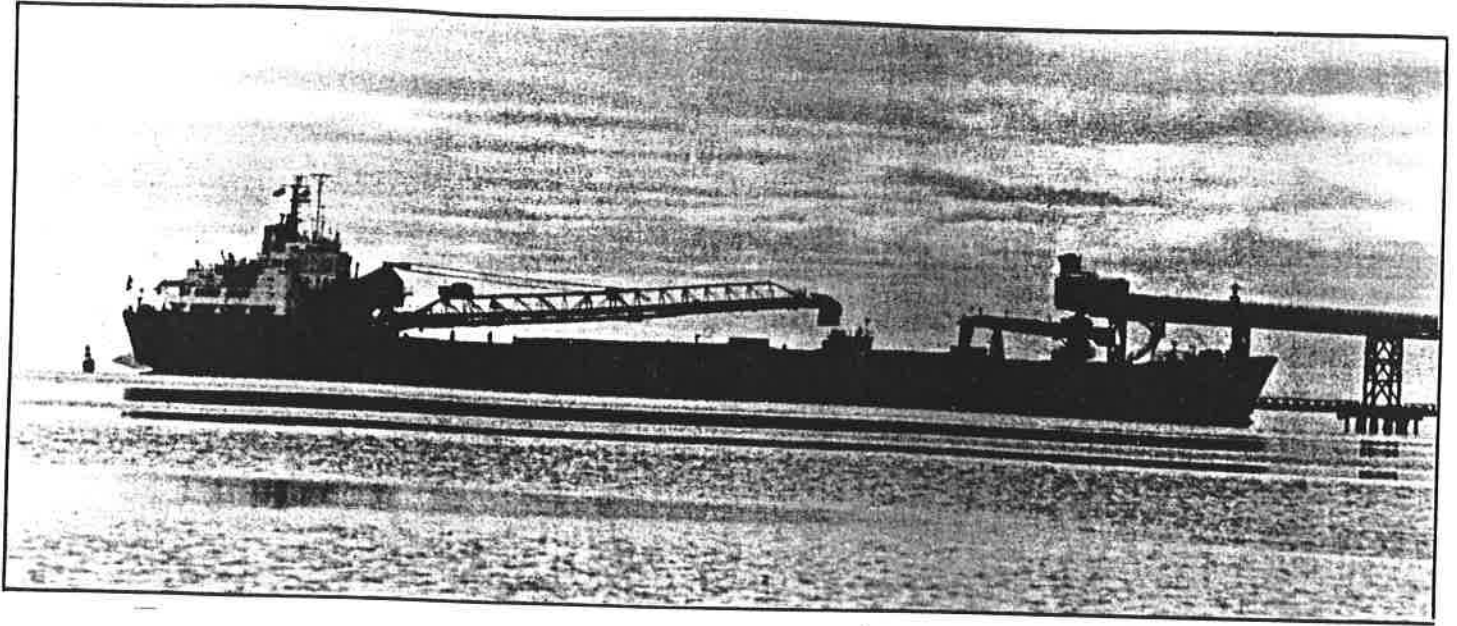
The Mathilda Desgagnes Visited the Islands frequently.



At the end of the wharf Is the Borgund .



July 1958 the Stella Maris anchored at the Amherst Harbour. The Stella Maris was unable to enter the harbour because the tides were too low.



The sauniere Was a ship that transported salt from Grosse Ile.



