INTO THE 1970s - TRANSATLANTIC CONTAINERS & COMPETITION

Entry Into Deep-Sea Shipping

By the mid 1960s Clarke was active not only in shipping but also in domestic road and rail transport services. Lacking any direct involvement in overseas trade, the company opened yet another division in March 1967 with the formation of Clarke Agencies to act as Canadian general agent for the Zim Israel Navigation Co Ltd of Haifa.

Zim ran a service between the St Lawrence River and Mediterranean ports as far as Israel using two sets of sister ships, the 6,269-ton *Eshkol* and *Hadar* and the 4,089-ton *Nahariya* and *Netanya*, each of which also usually made three round trips each summer into the Great Lakes. Some of Zim's larger Seaway-size bulk carriers also loaded export cargoes of grain from Great Lakes and St Lawrence River ports. The first head of Clarke Agencies was Capt Philip Byers, who they recruited from Caboteurs Unis after the latest reorganisation there.

Zim had been represented in Canada by March Shipping Ltd, but a conflict of interest at March had led Zim to ask Clarke to represent them in
Canada. Zim's services included not only its own Mediterranean route but also the Pacific Star Line, with the 9,378-ton sister ships *Dahlia* and *Nurith* running between the St Lawrence and the Far East, and the Seven Stars Line, as well as the Zim-sponsored Black Star Line of Ghana, with several ships running between St Lawrence ports and West Africa.

One of Clarke's own ships also went into deep-sea service over the winter of 1967-68, when the *Cabot* was chartered to Montreal-based Federal Commerce & Navigation for winter service between Montreal and Antwerp.

In 1967, Jim Hutcheson, who had been active in all of these areas, had been promoted from general manager to vice president, operations, while Paul Preville, formerly manager shipping fleet, had become general manager of the steamship division.

**Agents for Bristol City Line**

Clarke's agency activity expanded in 1969 with its appointment as Canadian general agent for the Bristol City Line of Steamships Ltd and its cargo liner service between Montreal (Saint John in winter) and the Bristol Channel ports of Avonmouth, Swansea and Cardiff. At the same time, Anton Aksic was recruited from March Shipping to take over management of the enlarged agency division.

The Bristol City Line had first entered the Canada-UK trade in 1933, and among its major customers were Inco, shipping nickel copper matte and nickel products to Swansea, and Alcan, with aluminum ingots from Port Alfred to Cardiff. Occasional calls were also made to load aluminum from Canadian British Aluminum in Baie Comeau. The Bristol City Line had previously been represented in Canada by Furness Withy & Co, who were also agents for the new container ship service operated by Manchester Liners, a Furness Withy affiliate, between Montreal and Manchester.

Bristol City Line operated several modern but soon to be outdated break-bulk ships, with which it also offered an early container service with a few units carried on deck. Five were engaged in the Canadian trade, the newest of which, the 8,020-ton *Coventry City* and *Toronto City* (iii), had been completed in 1966 for the Bibby Line, from whom they were time chartered. The rest of the Canadian fleet consisted of three owned ships, the 6,647-ton *Halifax City* of 1964 and 6,623-ton *Montreal City* (iii), motorships built in 1963, and the *Bristol City* (v), a 5,887-ton turbine-powered cargo liner dating to 1959. Each carried five to ten paying passengers in addition to cargo.

**Dart Containerline**
Clarke's entry into the agency business ultimately led it to enter deep-sea shipping as a principal. The most important outcome of this development was its participation, together with the Bristol City Line and Compagnie Maritime Belge (CMB) of Antwerp, Belgium, in a tripartite Transatlantic container consortium that came to be known as Dart Containerline.

The British and Belgian partners, who had already met, wanted to spread the risk of the heavy investments needed to establish a new container service and had accordingly been seeking a North American partner to give it representation on both sides of the Atlantic. After discussions with two American lines, and also with Canadian National, the latter introduced the two European partners to Clarke. And once Clarke decided to join Dart, it proved to be the perfect company to represent Bristol City Line now that it was going to compete with Manchester Liners in the container business. Thus, Clarke became Canadian general agents for the Bristol City Line starting in 1969.

The agreement reached among the three companies called for each to contribute a 1,560 TEU (twenty-foot equivalent unit) container ship to serve the line's North Atlantic general cargo trade. Ports of call in North America would include Halifax, New York and Norfolk, and in Europe, Antwerp and Southampton.

A new company, Dart Containerline Co Ltd, was created in Hamilton, Bermuda, on April 12, 1969, and Clarke incorporated its own Canadian subsidiary, Dart Containerline Ltd, on May 22. The news was carried in the May 1969 issue of "Shipping Register & Shipbuilder" under the title "Three Nation Container Consortium":

The shipping consortium, comprised of Clarke Traffic Services Ltd of Montreal, Compagnie Maritime Belge of Antwerp and Bristol City Line of Steamships Limited of Bristol, England, state the new Dart Containerline service will link the ports of Antwerp, and Southampton with Halifax and New York commencing in July of this year. Dart will employ the shortest possible Atlantic route by using the ice-free Canadian port of Halifax and in combination with unit/all container trains, provide a fast weekly service between the UK/ Continent and all points in Canada.

On 1st June 1969, weekly service utilizing for Belgian Line container vessels, handling 20' and 40' containers will operate linking the ports of Antwerp and Southampton with New York and Norfolk.

In July, interim service beginning with a frequency of 10 days and increasing to a weekly service will be provided by three chartered container ships handling 20 containers. This service will link the ports of Antwerp and Southampton with Halifax.
In July 1970, three new cellular container ships, now under construction and having a capacity of 1500 20' container equivalents of mixed 20's and 40's, will be placed into operation. Twenty-three knots will be the speed of these ships. These new modern vessels will provide weekly service. The ports of Antwerp, Southampton, Halifax, New York and Norfolk will be served.

A separate British company, also called Dart Containerline Ltd, was formed by the Bristol City Line and became the operating company in the UK. With headquarters at Dart House in Canute Road in Southampton, a separate marketing and sales office was also opened in Camomile Street in London's shipping district.

CMB's Agence Maritime Internationale (AMI), meanwhile, acted as agents on the Continent while Clarke's agency division looked after Canada, and continued to represent the Bristol City Line while new ships were being built for Dart.

All three partners took shares in the US organization, Dart Containerline Inc, which took over from Belgian Line Inc in New York, and looked after the line's American operations. Clarke and Bristol City Line each took a 12 per cent share of the US company while CMB held the majority, primarily because it had guaranteed the US chassis fleet for over-the-road delivery of containers, something had been begun by Belgian Line Inc.

The "Dart America"

After a very long absence, Clarke returned to Swan Hunter Shipbuilders Ltd of Newcastle, who had delivered the Northland in 1926 and the Jean Brilliant in 1935, for its contribution to the new consortium. This renewal of ties after so many years was significant for the 55-year-old Stanley Clarke, whose first job had been as a 21-year-old apprentice at the Swan Hunter yards before the war. Bristol City Line decided to order from the same shipyard, while CMB went to its own traditional builder, SA Cockerill Yards of Hoboken, Belgium.

The Clarke ship, ordered at a cost of £6.3 million, or about $17.5 million Canadian, was first to be launched, on May 5, 1970, and was named by Her Royal Highness Princess Alexandra, granddaughter of Queen Mary and cousin of Queen Elizabeth II. Princess Alexandra had launched many ships, including the 21,082-ton BP tanker British Soldier in June 1954, when she was 17, the 41,915-ton Orient liner Oriana (i) in November 1959, at the age of 22, and the New Zealand frigate HMNZS Waikato in February 1965. "Seaports & the Shipping World" covered the ceremony in its June 1970, edition under the heading "A Royal Blessing for Dart America": -
"An emotional and momentous event" - this was how HRH Princess Alexandra described the launch of *Dart America* which she sponsored at Wallsend-on-Tyne, on Tuesday, May 5th. Echoing the feelings of the thousands who watched the launch, Mr Stanley D Clarke said that nothing can compare "with the thrill of seeing a large vessel taking its rightful place in the water." The sleek new container ship will soon be operating on the North Atlantic under the flag of the Dart Containerline.

This impressive new vessel - which at 33,400 gross tons is the largest of its type yet to have been launched - could not have had a better send off. The traditional bottle of champagne burst on the bulbous bow, and, as if pushed by some giant hand, the towering orange-painted hull gathered speed down the slipway amid the rattle of drag chains and the cheering of spectators. She slipped into the sunlit water of the River Tyne where a flotilla of tugs took control.

With Dart guests from Clarke Traffic Services in Canada, Compagnie Maritime Belge in Antwerp and the Bristol City Line in the UK, were more than 3,000 shipyard workers and their families who had crowded into the Walker shipyard of Swan Hunter Shipbuilders Ltd, on the River Tyne, Newcastle, on the east coast of Northern England. Hundreds more spectators watched from the riverbank opposite. The sun shone; there was music, colour and excitement; it was agreed to have been one of the finest launches seen on the river. And from the Tynesiders, that is saying something.

To Stanley, whose father had ordered the *Northland* and the *Jean Brillant* from the same builders, it must have been a particularly proud day. The *Dart America* measured ten times the tonnage of the *Northland* and fifty times that of the *Jean Brillant*, which had only been retired six months earlier.

Rather than choosing the name *Dart Canada* to represent one of the Dart partners, *Dart America* was chosen to represent all of North America, just as the partner on the European continent eventually chose *Dart Europe*. This had involved some element of compromise as the original suggestion, *Dart Europa*, had been thought by some to sound slightly too Teutonic. *Dart Atlantic* was the British contribution, and while *Dart Britain* might have been expected, the ships' names were chosen to appeal to the American shippers and importers who would provide most of the cargo. Dart had to compete with several serious US-flag operators in the valuable American trade. For the same reason, an American spokesman, Conrad Everhard, was appointed president of Dart Containerline Inc.

Meanwhile, the choice of orange hulls for the three new container ships came about largely by coincidence. Two of the partners, Clarke and Bristol City Line, had already adopted orange for their own ships. And CMB,
whose ships had previously been painted a pale shade of grey, had recently adopted orange for its "Painter" class ships, used in the North Atlantic, as well as other newer ships.

The Tynedale Shipping Co

Clarke's contribution to the new venture, the Dart America, was registered to the Tynedale Shipping Co, which had previously owned the Yorkwood and Highliner. Although the Highliner had been sold four years earlier, Clarke had held on to the company and Tynedale Shipping became the perfect vehicle to own the new 31,036-ton British-registered and British-crewed Dart America. As a family-owned British company, it was eligible for a 20 per cent British shipbuilding subsidy, as well as long-term government-assisted finance at 5½ per cent interest. Canadian taxes and high Canadian crewing costs precluded the ship from any chance of economical operation under the Canadian flag, meaning this was the ideal solution.

The Dart America, which had dimensions of 758 feet overall by 100 feet and a deadweight of 28,480 tons, was followed by the CMB sister ship Dart Europe, launched on August 20, and by Bristol City Line's Dart Atlantic, launched on October 14 to enter service in 1971. All three were powered by large single Sulzer diesels giving a speed of 23 knots and manned by a crew of thirty-one. Clarke was now a strong believer in single Sulzer installations, having had favourable experience with the North Gaspé, Matane and Rimouski and more recently with the Cabot and Chimo. Being a single engine, this meant that the Dart ships were single-screw. The Dart America's engine was the largest ever built in the UK when it was finished.

The new ship's full-width enclosed bridge was also a Clarke idea, adopted from the Cabot and Chimo and included a full set of navigation controls on each wing. Like Bristol City Line's Dart Atlantic, the Dart America was registered in Bristol and her management entrusted to Bristol City Line Ltd, as that company became known in 1970. Both ships were commanded and crewed by former Bristol City Line personnel.

An unfortunate incident occurred on the Dart America's December 14 visit to New York. After a press tour of the new ship by a group of about forty journalists, while they were disembarking to the 292-ton tug Grace McAllister on the harbour side of the Verrazano Narrows Bridge, the gangway became disconnected. "New York Times" reporter Werner Bamberger broke both arms and a leg and suffered fractures to his collarbone and his back when he fell into the water. Along with Charles Gunter of "Metalworking News," who fell with him, he had to be rescued from the water. Meanwhile Edita Vabalaite of Worldwide News Bureau in Jersey City broke an ankle when falling to the tug's deck, while Marc Felice of "Container News" suffered pulled tendons and Philip Friese suffered bruises, also while falling onto the
Apart from that incident and a single engine breakdown early in her career, the Dart America gave yeoman service throughout her career. Her master, Capt Archibald Ashton, served for a time as Bristol City Line owner’s representative in Clarke's offices in Montreal and then went on to command the Dart Atlantic, while a later master was Capt Ireland, also from the Bristol City Line.

**Interim Container Service**

While the new ships were under construction, Dart had been maintaining its US service, between Antwerp, Southampton, New York and Norfolk, using CMB's four 325 TEU "Painter" class ships, the 10,315-ton Breughel, Jordaens, Rubens and Teniers, each of which carried twelve passengers. This was a continuation of the former Belgian Line container service, and began operating for Dart account in June 1969.

In Canada, Dart chartered three German container ships, each of about 200 TEU. The 5,383-ton sister ships Britta Krüger and Jörg Krüger and the very similar 5,025-ton Juno were engaged for a separate Canadian service between Antwerp, Southampton and Halifax. The Jörg Krüger made the first Canadian call on July 17, 1969, unloading 161 containers and loading 92. While a moderate load out, cargoes on the Canadian service soon built up to capacity and space became hard to get.

While Bristol City Line also continued its conventional service to and from Montreal, it was finally wound down in January 1970, after the Inco nickel traffic could be containerized. In the last year of the BCL service the Bristol City unloaded an unusual cargo at Montreal in the form of a replica of the Nonsuch, which had been built in Great Britain and brought to Canada to celebrate the 300th Anniversary of the founding of the Hudson's Bay Co in 1670. The Nonsuch had been the Hudson's Bay Co's first ship to trade into Hudson Bay.

**Halterm**

When Dart Containerline opened in 1969, Clarke formed a new terminal operating company, known as Halterm Ltd, to operate a container terminal for both Dart and other container lines at Halifax.

Starting with a temporary operation at Pier A-I, Halterm would move to a new 60-acre container and roll on-roll off terminal at Pier C in November of 1970. Two one-third equity partners in Canadian National and Halifax International Containers Ltd (Halicon) joined Clarke in this endeavour. Halicon, a provincial crown corporation, was owned 80 per cent by the Nova
Scotia Government and 20 per cent by the local municipalities of Halifax, Dartmouth and Bedford, Nova Scotia.

The first ship to call at the new Pier C was Atlantic Container Line's 15,437-ton *Atlantic Cinderella*, a Swedish-flag roll on-roll off container ship, which called on November 21 to open ACL's new Canadian service. At that time, ACL was a consortium of Cunard Line, French Line, Holland America Line, Swedish American Line and Swedish Transatlantic, in partnership with roll on-roll off operator Olof Wallenius of Stockholm on the vehicle decks. Halterm was fitted with a roll on-roll off loading ramp for this purpose. Although ACL was a competitor of Dart's, Halterm was operated as a common user terminal, with ships accommodated by berthing priorities on set days of the week.

Other early Halterm customers included Columbus Line to Australia and New Zealand in May 1971, Caribbean Container Line in August 1971, Zim Container Service to both the Mediterranean and Far East in April 1972 and Hapag-Lloyd in October 1972. These were soon joined by Japanese carriers Mitsui OSK in December 1972 and "K" Line in 1973. Later would come Sea-Land Service, the National Shipping Company of Saudi Arabia and Orient Overseas Container Line.

**The Substitute Port Concept**

Through Dart and Halterm, Clarke was the originator of the substitute port concept in Canada, whereby containers moved by rail to and from Montreal and Toronto, and the container line absorbed the rail cost between Halifax and inland terminals operated at Montreal and Toronto by CN. Substitute port bills of lading, or cargo documents, were issued by the shipping line to cover both the rail and the sea leg of the journey, at the same ocean freight that would have been charged had the ship sailed directly to Montreal or Toronto. The container, meanwhile, was received at an inland terminal in Montreal or Toronto but actually loaded on board ship at Halterm.

This concept was soon extended through Clarke's agency for the Columbus Line container service to and from Australia and New Zealand and the "tricontinent" service operated by Zim Container Service between Haifa and Hong Kong via Halifax, New York and Los Angeles. Both services called at Halterm, offering through service to and from Montreal and Toronto under substitute port bills of lading. One of the Zim ships, the 24,575-ton *Zim Montreal*, was named for Zim's Canadian connection, making her maiden call at Halterm on June 14, 1973.

Yet another innovation spearheaded by Clarke was an agreement with the Trans-Canada Telephone System to build a private data communications network across the Atlantic Ocean to transmit bill of lading and cargo manifest information for Dart Containerline, a first in the industry. Dart ships
and their cargoes of containers were now moving so fast it was almost impossible to keep up with the old-fashioned printed cargo manifest system. Cargo information had to reach port on the other side before the ship docked and there was not enough time to put a copy of the manifest on board ship before she sailed. With capacities of up to 1,500 containers, night shifts were also developed in Southampton just to keep up with the volume of cargo data that was now being generated. The new cargo data system, based in Montreal, linked all the main Dart offices in Canada, the United States, the UK and the Continent.

**Clare Terminals**

With the rapid move from conventional to container shipping in the overseas market, Clarke also identified a need for a suitable container cargo handling terminal in the Montreal area. This new terminal handled LCL and groupage traffic, as well as the loading into containers of cargo received from shippers without the ability to load containers themselves.

The location chosen was 7000 Pullman Street, within easy road access of Canadian National’s Montport container terminal in Turcot Yards. Clarke’s Montreal pool car terminal, which also had rail access, was located a little further to the east, at 5500 Pullman Street. When a new road transport terminal was needed some time later, as it did not need rail access, it would be built to the west at 1560 Hymus Boulevard in Dorval.

The new container handling facility had 40,000 square foot of covered cargo area, 8,000 square feet of equipment repair and maintenance space and 5,000 square feet of air-conditioned office space, where Clarke also chose to base its Montreal sales force. Called Clare Terminals when it opened in November 1971, its name recalled the Clare Shipbuilding Co that had been owned by the Clarkes during the war.

Soon the new terminal was loading and unloading containers for all of Dart, Zim and Columbus, as well as Showa Line, whose Transpacific container service from Vancouver was represented in Eastern Canada by Clarke’s Agency Division.

**A Future for the Maritimes**

This was the title for a speech that Nova Scotia premier Gerald Regan gave to the Empire Club in Toronto on January 13, 1972. In it, he outlined all that had recently happened from a Nova Scotia perspective: -

Containerization has begun a revolution in shipping which has been as dramatic in its day as was the change from sail to steam a century and more ago.
Within a relatively short period of time, it has resulted in entirely new types of ships, new cargo handling equipment, new alignments of shipping companies, new trade routes, and even new ports of call. Today, more than 74 percent of all general cargo on the North Atlantic is carried in containers.

Halifax was a major winter port with slack periods in the summer as far as the bulk and general cargoes were concerned, before the container revolution struck the major trading routes with dramatic results. The historic old seaport city is now rapidly regaining the world eminence in shipping which she had once enjoyed.

Halifax is a natural location for a container terminal both because of its deep, ice free water, capable of berthing the largest container ships afloat, and because of its location, hundreds of miles closer to Europe and almost astride the "great circle route" between Europe and North America.

Added to the natural advantages of the Halifax container facility is the participation of Canadian National Railways in operation of the terminal.

Canadian National, the Province of Nova Scotia, the City of Halifax, and Clarke Traffic Services Limited, all entered into partnership to form Haltern Limited, which operates the advanced container handling and roll-on/roll-off facility.

The CN provides fast direct rail service on special container trains to Montreal, Toronto, Detroit, and Chicago. The use by CN of unit trains to speed containers from Halifax to Detroit and Chicago is the first application of unit trains to containers in America.

Because Halifax is 550 miles closer to Europe than any other major port in the western hemisphere, it can offer containership operators a fast turn-around of their vessels and quick, low cost delivery of containerized cargoes to the industrial heartlands of Canada and the United States...

Halifax presently has four regular container services operating from its facilities: a Trans-Pacific Service (Columbus Line) which operates between Halifax, Australia and New Zealand; two Trans-Atlantic Lines (Atlantic Container Line and Dart Containerline); and a Caribbean service. We are confident that within the next 12 months, there will be a number of new container lines calling at Halifax, and a coastal service in operation between Halifax, the east coast of the United States, and possibly, the Caribbean.

Apart from the obvious direct benefits that Halifax and the Province are enjoying from the container business, I wish to point out that in
1971 the container terminal is a significant contributor to the Province in operating wages and salaries.

Also, the terminal has stimulated employment in other areas, notably at the Trenton, Nova Scotia, railcar manufacturing plant through the CN's requirement for more than $8,000,000 in special rolling stock for moving the containers to market.

In his speech, Regan also made mention of what was now happening in the vehicle trades, a business in which Clarke would soon play a role as well:

The year 1971 saw yet another exciting new development for the port of Halifax take shape in the establishment of an autoport on the east side of Halifax Harbour at Eastern Passage.

The autoport, which will be in full operation, using all its own facilities in a few more weeks, will have an initial capacity for 80,000 cars annually.

While the great proportion of business will come from overseas imports, there will be domestic traffic as well. The facility hopes to become an increasingly important focal point for the distribution of automobiles for the Maritimes and Newfoundland.

Canadian National has already chartered a 10,000 ton vessel capable of carrying 150 cars to run weekly on a service between Halifax and Newfoundland.

These new developments were indeed changing the face of shipping in Eastern Canada and reviving the fortunes of the Maritime Provinces. Clarke's involvement in Dart and Halterm had also increased its own activity in Nova Scotia, which it had first served through Pictou in 1933. Apart from occasional pre-war cruise calls at Halifax and loading cargoes of gypsum out of Dingwall post-war, its major activity had been the winter service it had operated between Halifax and St John's between 1947 and 1967, when new ships had made year-round service possible from Montreal.

**Chimo-Clarke Northern Services**

While Clarke had been busy expanding into ocean trades and containerization, the northern services had been carrying on under the Chimo-Clarke banner. As well as the usual sailings to Goose Bay and Arctic re-supply voyages, Chimo-Clarke had done some pioneering work in the High Arctic.

In August 1969, the *Sir John Crosbie* had been used in a trial discharge of a full ship by helicopter. Loading sixteen 20-foot containers and
other general cargo at Montreal, several 20-foot platforms were used to discharge 1,000 tons of cargo from the Sir John by Sikorsky Skycrane at Cape Dorset and Coral Harbour.

In the summer of 1970, a further trial was carried out with the much larger Fort St Louis, on a voyage to Resolute Bay, Arctic Bay, Pond Inlet, Clyde River and Frobisher Bay. Some 4,570 tons of cargo, including motor vehicles, house trailers, palletized drums of fuel oil and other general supplies, were unloaded by helicopter in eighteen days. To date, this had been the largest discharge of a vessel ever effected by helicopter.

The northern re-supply business hit its peak in 1971 and 1972, when Chimo-Clarke chartered no fewer than twenty-four different ships for voyages north. Included were such well known names as Cacouna, Sir John Crosbie, Chesley A Crosbie, Andrew C Crosbie, Percy M Crosbie, Topsail Star, Aigle d'Océan, Aigle Marin and Conrad Marie (ii). Many of the fourteen other ships were foreign vessels chartered in for single voyages. One of Clarke's own ships would also join this northern fleet.

Eighty-seven voyages in 1971 produced revenues of $4.9 million, constituting the largest number made in one year. Revenues peaked in 1972, however, with sixty-three voyages and just over $6 million in freight revenue.

Clarke Sells the "North Voyageur"

In October 1970, thirteen years after Desgagnés had built the Mont-St-Martin for charter to Clarke, Clarke disposed of the last of its own coasters when it sold the twelve-year-old North Voyageur to Desgagnés, with an agreement to charter her back. She was renamed Voyageur D, and for the first time, with the 1971 season, fifty years after it had been founded, Clarke did not own any of the ships it ran to the North Shore. After her sale, as well as working for Clarke, the ice-strengthened Voyageur D was chartered by Chimo-Clarke and made nineteen voyages for the joint venture during 1970 and 1971.

Without the demands of the Lower North Shore contract, Clarke felt it no longer needed its own ships dedicated to the North Shore trade, as it was quite confident that it could now charter the tonnage it needed for service to Sept-Iles. Charters on the Voyageur D and the Mont-St-Martin and its long-term relationship with Desgagnés, along with vessels hired from others, would ensure that the company would be able to cover its requirements.

Shortly after acquiring the North Voyageur, Transports Desgagnés and Chargeurs Unis published a joint brochure featuring photos and specifications of the six ships in the fleet in 1971. Five of them, the Voyageur D, Aigle d'Océan, Aigle Marin, Guard Mavoline and Fort Severn were "reinforced for
ice navigation" while only one, the Mont-St-Martin, was not. Agent for all six ships was Rail & Water Terminal of Montreal Ltd and before long Desgagnés ships were carrying cargoes of aluminum to Great Lakes ports such as Toledo, Ohio.

Under Desgagnés ownership, the Voyageur D still worked for Clarke, as well as Chimo-Clarke Northern Services, while at the same time, Clarke began running Quebec pool cars with local pick up to connect with Sept-Iles sailings from Montreal.

**Clarke Tours & Cruises**

The formation of Clarke Agencies led to a modest revival in passenger shipping activity within Clarke. This had started in 1967, when Clarke acted as Montreal agent for Zim Lines' 25,320-ton passenger liner Shalom during a series of summer cruises from New York to Montreal for Expo '67.

Under the name Clarke Tours & Cruises, the passenger agency developed representation for the Grace Line, whose more lucrative freight agency remained with March Shipping. Its 15,366-ton Santa Paula and 15,371-ton Santa Rosa, offered 13-night West Indies cruises from New York, calling at Curacao, Aruba, La Guaira, Kingston, Port au Prince and Fort Lauderdale, carrying 300 first-class passengers. Later, when the Grace Line became part of Prudential-Grace Lines, Clarke was retained as Canadian passenger agent for the merged operation.

This activity also led to the representation of Moore-McCormack Lines, which had operated cruises to Montreal during Expo '67. Moore-McCormack was the first line to use Clarke as agents for cruises in the St Lawrence. On July 18, 1969, "The Gazette" carried news of a typical Saguenay cruise by Moore-McCormack's 15,257-ton Argentina (ii):

Moore-McCormack Lines have programmed their luxury cruise ship s.s. Argentina from Montreal on August 26; actually you go on board late the previous evening, to Quebec, and on past Tadoussac up the Saguenay River, the fjord country of Quebec. After a brief stop in Gaspé, the s.s. Argentina sails on to Bermuda, a cruise of two and a half days, and there you can use the ship as your hotel whilst you play golf, sight-see or just relax in the sun. And the cruise is not over, yet. There are still two memorable nights at sea when you dine and dance away or sit quietly in the "Bird Cage" bar. The s.s. Argentina arrives in New York on Thursday, September 4, in plenty of time for you to get back to Montreal for a weekend in the Laurentians! Agents for the s.s. Argentina in Montreal are Clarke Traffic Services Ltd.

The North Gaspé had operated from Pictou to the Magdalen Islands until 1970, but once she was gone passenger activity shifted elsewhere.
During the summers of 1971 and 1972, Clarke Tours took up representation of Atlantique Cruise Lines Ltd of North Sydney, Nova Scotia, operating the 2,242-ton 160-passenger Aberdeen-registered cruise ship *St Ninian* on 3- and 4-day cruises to St Pierre and Miquelon. Like Fraser's *St Olaf* in 1893, the *St Ninian* came from the North of Scotland, Orkney & Shetland Shipping Co Ltd, now part of P&O.

In 1972, working with Eastern Provincial Airways, Clarke Tours put together a new 7-day fly, drive and cruise package to Cape Breton and St Pierre and Miquelon using the *St Ninian*’s 3-day cruise from North Sydney, with fares from Montreal starting at $269. "The Gazette" carried the story on May 20, 1972, headed "Cruises Use North Sydney: -

Starting June 3, the m.v. St Ninian will sail from North Sydney every Saturday and every Wednesday on four and 3 day cruises to St Pierre. En route, the St Ninian will cruise through the Bras d’Or Lakes of Cape Breton; and on the 4-day cruise sail into Bay d’Espoir and visit St Albans on the south coast of Newfoundland.

Highlight of both cruises will be a 24-hour vssl at St Pierre, capital of the French islands, where the St Ninian docks near the centre of the town and passengers can use her as a floating hotel from which to explore the streets and lanes of this French port, and watch the St Pierrais at work and play from the any sidewalk cafés.

Prices for the three and four day cruises are $125 and $160 respectively, based on double occupancy.

As the cruises sail from North Sydney they will appeal to those touring the Maritimes by car. For those who prefer to start in Montreal or Toronto, a seven-day tour has been arranged. It leaves every Saturday and includes the three-day St Ninian cruise plus three days unlimited mileage rent-a-car for touring the Cabot Trail and Cape Breton, and air transportation Montreal-Sydney and return. The price of this package is $269 each based on two people travelling together.

Details of space availability on the cruises and tour can be obtained from Clarke Traffic services Ltd, Montreal.

This lasted for one season only, however, as the *St Ninian* ended up in the Galapagos Islands, cruising as the *Bucanero* and competing against the former *North Gaspé*, now sailing as the *Iguana*.

In the St Lawrence, meanwhile, the *Ocean Monarch* was back. Now sailing as the Bulgarian-flag *Varna*, she returned on June 20, 1970, to start a series of 7-day cruises from Montreal. Initially chartered by s.s. Gala Navigation Inc, a division of Montreal's Ville Marie Travel Bureau, March Shipping took over the next year. After closing the Furness Bermuda Line in
1966, Furness Withy had sold the ship in 1967 to Navigation Maritime Bulgare. With fares starting at $195, the Varna now left Montreal every summer Saturday for the Saguenay, St Pierre et Miquelon and Gaspé. Some longer cruises also included Bermuda, which she visited again for the first time in September 1971.

Ten years after Clarke had withdrawn the weekly cruises of the North Gaspé and North Shore and five years after Canada Steamship Lines had ended its Saguenay cruises, the Bulgarian liner Varna sailed from Montreal every week. Although Cunard had operated cruises from Montreal during Expo '67, and the Baltic Shipping Co and Polish Ocean Lines also cruised from Montreal between Transatlantic voyages, the Varna offered the first regular cruises from that port in some years.

In search of hard currency, low-cost foreign-flag ships had now come into the 7-day cruise trade out of Montreal. In 1973, however, the Varna found a new charter with a British operator in the Mediterranean and did not return. But cruises from Montreal were also offered by the Baltic Shipping Co's 20,502-ton Alexander Pushkin and 19,872-ton Mikhail Lermontov as well as Polish Ocean Lines' 15,044-ton Stefan Batory, which all called at St Pierre et Miquelon in order to qualify to trade in Canadian waters.

Clarke Tours & Cruises went on to represent the Holland River Line's Rhine cruises in 1974, followed by Flagship Cruises and Lindblad Travel, both of New York, while also dealing with Clarke's own business travel requirements. By 1977 Clarke Tours was looking after Flagship Cruises, an agency it obtained after some of the Moore-McCormack management went over to Flagship Cruises after Moore-McCormack withdrew from cruising in 1972.

Flagship operated regular summer cruises between Montreal and New York, using the 26,678-ton Kungsholm, which it acquired from the Swedish American Line in 1975. Although she had cruised to Quebec, the Kungsholm became the largest passenger ship to reach Montreal when arrived there on a cruise represented by Clarke in 1977.

Clarke Crews become Steelworkers

Since 1958, Clarke's union agreements had been with the United Marine Workers Division of the United Mine Workers of America, but on August 9, 1971, this changed when the United Marine Workers' Division of District 50, United Mine Workers of America, merged with the United Steelworkers of America.

The unit representing crews on Clarke ships thus became a local of the United Steelworkers of Canada. Clarke had had agreements with the United Steelworkers of America for many years at its Sept-Iles terminal and, with
this change of representation on its ships, the company was still able to operate independently of the trouble-prone seafarers' unions.

Through these independent union agreements, Clarke had enjoyed considerable labour stability for some years and would continue to do so. This had been particularly true during a period of major labour unrest in the mid-1960s. Clarke ships, which carried general cargo, had been able to serve their customers despite the strikes and periodic outbreaks of violence that had impeded the movement of Great Lakes and St Lawrence bulk cargoes over the same period.

Although this had not completely freed Clarke from labour troubles, particularly during the transition to mechanized handling at St John's, it meant that its ships had been able to serve the company's customers, even if sometimes through other ports.

**Clarke Transportation Canada Ltd**

In 1972, another reorganization saw Clarke Traffic Services become a holding company while a new operating company, Clarke Transportation Canada Ltd, or as it was known in French, Clarke Transport Canada Ltée, took over day-to-day operations.

Clarke Transportation, while a more descriptive name than Clarke Traffic Services, was in fact the Gulf Ports Steamship Co under a new name. After the sale of the Gulfport, Gulf Ports had been used to own other Clarke assets, including not only ships but also various assets of the company's pool car division.

With Clarke Transportation now the operating company, the name of the Clarke Steamship Co Ltd, which continued to operate the Montreal-Sept-Iles shipping service, was changed to Clarke Steamship Ltd on August 8, 1972. The French name, Clarke Maritime Ltée, was less awkward, but while Clarke Steamships in the plural might have sounded better, its ships were now all motorships in any case. While based in the same offices, as Newfoundland Steamships was subsidized it was accounted for as a separate entity, as were the ferry companies Clarke managed at Rivière-du-Loup and Tadoussac.

Ashore, Express Services became Clarke Transport Routier Ltée. New terminals were opened first in Quebec, then in Chicoutimi and Montreal, and by October 1972 it was operating 272 pieces of equipment. Over the years, other road transport acquisitions would include Norway Transport Ltd, Transport Baie and Beauce Express Inc.

At the opening of the new road transport terminal in Quebec on October 13, 1972, Raymond Mailloux from the Quebec transport ministry
The Quebec Government will spend $50 million by the end of this
decade on expanding the road network on the Quebec North Shore.
This investment will be spent on Route 138, the famous highway of the
North Shore, effectively linking Quebec City to the industrial area of
Sept-Iles/Port-Cartier, and on to Moisie, Sheldrake, Havre-St-Pierre,
Aguanish and Natashquan.

Pool car operations, under Muirhead Forwarding, became known as
Clarke Pool Cars. With Jim Hutcheson as senior vice president, a
vice-president was named for each division, Paul Preville for steamships, Bob
Vince, later succeeded by Graham Muirhead, for pool cars, Louis-Georges
Cossette for road transport and Tony Aksic for agencies.

A new logo and corporate graphics scheme were also commissioned
from the same company that had created Air Canada's maple leaf logo and
its original red-and-white colour scheme. Clarke's new funnel colours
featured a white "cigar band" and diamond superimposed on a blue base and
red top, with a narrow black smokeband. These colours, which were included
in the company's new logo, were applied to the Cabot, Chimo and
Trans-St-Laurent, while chartered ships flew a new houseflag, reflecting the
colours of the logo.

An Interview with Stanley Clarke

In an interview in "The Globe & Mail" on April 6, 1972, Stanley Clarke
gave some insight into his thinking now that he had been president of the
company for almost fifteen years:

In the view of Stanley D Clarke, president of family-owned Clarke
Traffic Services Ltd of Montreal, the opportunities for expansion of the
company's business are almost unlimited. "We were provincial, then
we were national, and now we are international."

Mr Clarke said in a recent interview that to more clearly identify the
company with the transportation field it has cut out for itself, he is
gradually bringing operations under the name Clarke Transportation
Canada Ltd.

In terms of turnover, the article went on to report:

The company ... does direct a fair amount of traffic - it produced $55
million in revenue last year. "This could go up to $67 million in '72 - an
increase of 22 per cent."

About 36 per cent of revenue still comes from one of the other
founding businesses of the present company - operation of a steamship service down the St Lawrence to North Shore communities and Newfoundland, plus two ferry services and the partnership of the Crosbies of Newfoundland in Chimo-Clarke Northern Services to Labrador and the Arctic. Others are being added.

Trucking subsidiaries operating mainly between Montreal and the Sept-Iles area account for about 16 per cent of revenue. "We are not one of the biggest in Canada; we are one of the biggest in Quebec."

With the acquisition of Muirhead Forwarding Ltd in 1965, Clarke became a railway pool car operator nationally. Profit from this sector "is down a little in the past two years because of rate wars, but we hope it is coming up again."

Clarke Traffic may be best known as a steamship agent, although it started in this tradition-bound field only in 1967. The late start has been an advantage because Clarke is now agent for vigorous, new, almost exclusively container-fleet principals.

However, the agency, providing commission income averaging no more than 5 per cent, "is not a business where you make a lot of money. It does make a contribution to overhead."

"The place where you can make money is where you own your own facilities."

On the subject of Dart Containerline, the newspaper reported: -

Starting up in a tough trade, Dart has yet to show a profit, but sales and experience are building, Mr Clarke says, and 1972 should produce a turnaround.

"By 1973 Dart should be providing as much profit as all our domestic business put together."

With Clarke at the formation of Dart, a special container terminal had to be built in Canada and Clarke was instrumental in starting the Halterm Ltd terminal in Halifax and is one-third owner.

"For a terminal that is just started (November 1970), I would say it worked out very well. It is not a drain. It is making a profit."

The comment that Dart had not yet produced a profit was typical of the Trans-Atlantic trade at the time, which was a very competitive one where it was difficult to make money after having invested so much in new ships. By now, Stanley had begun to acquire a number of outside directorships, starting with Texaco Canada Ltd in 1970 and Lloyd's Register of Shipping in
Trident Steamships Ltd

Clarke soon also became involved in a coastal and feeder service between Halifax and St John's that was opened as Trident Steamships Ltd. This company was formed jointly by Clarke Traffic Services and Newfoundland Canada Steamships to take advantage of the opening of Autoport, a new auto terminal in the Port of Halifax that had commenced operations in November 1971.

Located on an eighty-acre site on the Dartmouth side of the port, Autoport was capable of handling 100,000 import and domestic automobiles annually. The new facility had been opened partly to compete with Canadian Pacific, which was moving General Motors and Ford products to Newfoundland from its own ferry terminal at Saint John, New Brunswick.

As well as the automobile movements, Trident took over the business that Newfoundland Canada Steamships had been carrying between Halifax and St John's and the container feeder traffic coming over Halifax for lines such as Dart, Zim and Columbus, all represented by Clarke. Not since Clarke had chartered the Island Connector and Gulfport to Newfoundland Canada years earlier had the two companies worked this closely together.

Newfoundland Canada Steamships was now owned by Halifax businessman A C (Ted) Huxtable, who had purchased the company from General Steam Navigation in 1963. Huxtable also owned the Halifax agency F K Warren Ltd, which he had bought in 1960. With the arrival of Dart, Zim and Columbus, F K Warren had formed a subsidiary called Warren Containership Agencies Ltd to act as port agents and sub-agents to Clarke for the marketing and sales of these lines in the Maritimes. F K Warren also later acquired the long-standing firm of Pickford & Black Ltd, a company that dated back to 1876 and was now engaged in the agency business.

To start its service, Trident chartered the German-owned 1,597-ton roll-on roll-off (ro-ro) ship Travetal from J A Reinecke of Hamburg. This ship, equipped with a stern ramp over which cargo could be rolled or driven in port, had been completed by Rickmers Werft at Bremerhaven in 1970 and was one of a number of similar short-sea ro-ro ships in the Reinecke fleet. With dimensions of 377 feet overall by 58 feet, she was powered by twin MaK diesels that gave her a speed of 17 knots. "Seaports & the Shipping World" carried the story in April 1972, under the title "New Service for Newfoundland":

The m.v. Travetal, a drive-on drive-off vessel capable of carrying more than 200 automobiles, is now in regular service between Autoport at Halifax and St John's, Nfld, in order to improve the flow of new autos
to the Newfoundland market ... Autoport [is] the new auto-handling facility set up by Canadian National and the Nova Scotia government to provide improved distribution for both import and domestic automotive products. The ship can also load and unload through the bow. She is operated by Trident Steamships Ltd of Halifax. On her first trip she carried a wide range of autos, ranging from North American-built Chryslers, American Motors and Volvos to imports from Japan and Europe.

The same magazine reported further in its "Waves from Halifax" column:

The m.v. Travetal, a roll-on roll-off vessel chartered by Trident Steamships Ltd of Halifax, loaded 140 automobiles for the Newfoundland market, more than 70 of which were Chrysler Canada Ltd products...

Chrysler Canada, Windsor, had great praise for the new service saying it would be a great improvement over the Federal Hudson which was under charter from Canadian National Railways for the past three months running from Autoport to St John's...

The Federal Hudson had provided a valuable service, but the new ship will complete the crossing in 33 hours compared with 50 hours for the Federal Hudson. Also the Travetal can be loaded in an eight-hour day compared with two days for the Federal Hudson, thus providing a much quicker service.

The 7,240-ton Federal Hudson (i) was a triple-deck general cargo ship that Federal Commerce & Navigation Co used in its Arctic re-supply business in the summer time, and although she had been purchased from the British liner company Royal Mail Lines, her speed was only 13½ knots. While this particular connection between Federal Commerce and the Newfoundland trade had been brief, it was not the last time it would be involved in this business.

For her charter to Trident, the Travetal's German owners transferred her to Rollonoff Shipping Ltd of London and registered in Singapore, thus qualifying her to trade between Canadian coastal ports under the Commonwealth Shipping Agreement that was still in effect at the time. While the Great Lakes and St Lawrence had been restricted to Canadian-flag shipping since 1963, Commonwealth-flag ships could still trade in coastal waters or between coastal areas and the Great Lakes and St Lawrence.

The End of the Newfoundland Canada Steamships Service

The Travetal commenced her Halifax-St John's service in March 1972, sailing from both Halterm and Autoport, and in doing so, replaced the last
conventional cargo service operated by Newfoundland Canada Steamships. This was also reported in the "Waves from Halifax" column that April:

A spokesman for Newfoundland Canada Steamships Ltd said the new service to Newfoundland would also replace the *OK Service XI*, which has provided a weekly service between Halifax and St John's for several years. The charter on the *OK Service XI* runs out at the end of March...

The first general cargo to be loaded aboard the m.v. *Travetal* for St John's, Newfoundland, was loaded last Easter Monday...

Approximately 500 tons of general cargo was palletized and cribbed for the first trip. The operator of the service, Trident Steamships Ltd, is expected to use Shed 34 for storing cargo and palletizing and cribbing.

Newfoundland Canada's Halifax-St John's service had been operated by its own *Bedford II* until 1969, and then by the 546-ton coaster *OK Service XI*, which it chartered from La Have Shipping Ltd of La Have, Nova Scotia. The *OK Service XI* was a sister ship to the St Lawrence traders *Ste Foy* and *Madeleine*. Her owner, having lost his charter, appeared in the next "Waves from Halifax" column in May:

"What I don't like" said E H Himmelman, a La Have, Lunenburg County, shipowner, whose vessel *OK Service XI* has been taken off the Halifax-St John's service, is that ours is a Canadian-built boat, Canadian owned and manned by a Canadian crew. The boat that's replacing her is German built. Canadian shipping is gone.

The *OK Service XI*, owned by La Have Shipping Co Ltd, was on charter for the past two years to Newfoundland Canada Steamships Ltd...

Shipowner E H Himmelman of La Have Shipping said he expected his vessel to be chartered for a further two years by them.

Mr Himmelman said that the Canadian crew along with the captain would be discharged and the vessel laid up.

Although the *Cabot* had loaded dozens of containers at Halifax in 1966, the *OK Service XI* was the first Newfoundland Canada ship to do so. Her first such cargo had consisted of four 20-foot containers containing 73 tons of cargo, which she loaded for St John's in September 1971, only six months earlier.

The Himmelmans were traditional Nova Scotia coastal operators. The *OK Service II*, lost on the Lower North Shore while under charter to Louis T Blais in 1941, had been one of their ships. During the 1950s, they had operated a subsidized winter service between Boston and Yarmouth to take
cargo previously carried by Eastern Steamship Lines. And during the 1950s they had made occasional voyages to Goose Bay, first for Clarke and then, after 1963, for Chimo-Cla

Crewing Controversy Continues

The publicity did not bode well for a new service unless it was able to get more Canadian content. The Commonwealth Shipping Agreement had allowed Clarke to use the chartered Cypriot-flag Salamina on the Montreal-Corner Brook run only three years earlier, but in the Maritimes there were strong objections to the use of foreign crew on Trident's Travetal, even though the ship was operated on time charter.

Two months after the Travetal replaced the OK Service XI, the controversy continued and an article in the May 11, 1972, issue of "The Globe & Mail" carried the headline "Trident to use Canadian vessel":

Trident Steamships Ltd of Halifax, publicly criticized for using a German-owned ship with a non-Canadian crew in initiating its roll-on roll-off service between Halifax and Newfoundland, intends to substitute a Canadian ship once the service develops and requirements are known, according to A C Huxtable, president.

He said the company needed a ship in a hurry to meet market requirements by March and no suitable Canadian ship was available.

The ship that had been used in the traffic was uneconomic, and as a result the ... Travetal, registered in Singapore, was brought in...

Mr Huxtable says the company's principals (Mr Huxtable and Stanley D Clarke of Montreal) favor use of Canadian-registered ships with Canadian crews in the coasting trade.

"It is the long-term intention of Trident to develop a service and once the type of vessel required is known, to perform this service with a Canadian ship."

Mr Huxtable says that general cargo movement from Halifax to St John's is not sufficient to make an exclusively general cargo operation economic. Trident hopes that by broadening the range of possible cargoes to include automobiles and containers, this leg of the planned two-leg operation can be made viable.

The reference to two legs to the service arose from plans that Trident was working on to extend its service south to include a port in New England in order to serve this market as well.
The Loss of the "Voyageur D"

Meanwhile, that winter, while navigating in ice on an inbound voyage from Baie Comeau to Pointe-au-Pic on January 27, 1972, the Voyageur D had struck a reef off Pointe-au-Pic and ended up sinking off St-Irenée Wharf. This was very close to the spot where the Lunan had run aground in 1958 before she became the Maridan C. The Voyageur D’s cargo, 1,007 tons of aluminum ingots, was salvaged by Atlantic Salvage & Dredging Ltd of Halifax, but her hull had to be dragged into deep water and dynamited as its value of $350,000 was less than what it would have cost to salvage her.

Oddly enough, all three of Clarke’s North Voyageur’s had now gone to a watery grave after being sold, the first in Greek waters during the war, the second off the coast of Newfoundland and the most recent near Murray Bay.

As a replacement for the Voyageur D, Desgagnés acquired a much larger ship, the 2,467-ton Maurice Desgagnés. A Dutch-built vessel with dimensions of 296 by 44 feet and a deadweight capacity of 3,430 tons, Clarke arranged to charter her for three years, placing her on the Montreal-Sept-Iles run as soon as she arrived from Europe in 1972. After this first charter finished, she was still employed mostly by Clarke, who used her on the Montreal to Sept-Iles or Montreal to Corner Brook runs.

High Arctic Voyages

Later in 1972, a much larger ship than the Voyageur D headed north when the Cabot made a 45-day Chimo-Clarke voyage to Rae Point, Melville Island, for the account of Panarctic Oils Ltd, thus becoming the largest Clarke ship to trade north. Leaving Montreal on August 7 under her original master, Capt Alphonse Bégin, she passed the wreck of the Voyageur D and completed loading dynamite and some other items at Pointe-au-Pic before sailing on August 15. Capt Léo Chouinard, successor to Capt Bégin, who acted as second master for this voyage, recounted it in "Capitaine Silence": -

During the summer seasons of 1972, 1973 and 1974, the Cabot was chartered ... for the account of Panarctic Oils. This company was exploring for natural gas on Melville Island in the Arctic, close to the Beaufort Sea. Close to 7,000 tons of merchandise filled the ships holds on each voyage. During this time, the Fort St Louis took the Montreal-St John’s service.

The voyages were long enough, between twenty-four and thirty days. The distance steamed between Montreal and Rae Point on Melville Island was 3,000 nautical miles, passing through the Strait of Belle Isle. We then took the Davis Strait along the coast of Greenland to bypass the accumulated ice. Then we passed through Lancaster Sound
to get to Rae Point. The most difficult part of this passage was that to
the west of Resolute. During the last two weeks, the ice was broken
and drifting eastwards. We had recourse to an icebreaker as far as our
destination.

On my first voyage to the Arctic in 1972, I was assistant to Capt
Bégin. We had to wait at Baker Lake, impossible to pass even with the
help of an icebreaker. Their helicopter made a reconnaissance tour
each morning to determine the ice conditions, Finally, we managed to
proceed, but round the north end of Martin Island. This was the first
time that a ship had come around this side, normally blocked with ice.
And it was dangerous to do so, the depth of water on the charts not
being guaranteed...

During our progress through the ice it exerted enormous pressure on
the hull. Once, water infiltrated one of the sideports, as the seals had
not been adequately closed. We worked the pumps and plugged the
door with mattresses and beams...

During the course of the third such voyage, Mr Gilles Champagne, then
in charge of special projects, joined us at Resolute after a call at Pond
Inlet. He made the voyage as far as Rae Point. This was his first
experience with ice navigation and he was very impres

In 1972 and 1973 the Cabot proceeded alone to Rae Point, and an
account of the 1973 voyage appeared in the August 1973 issue of "Clarke
News" under the title "m.s. Cabot heads for the Arctic":

The m.s. Cabot, Clarke Transportation Canada Ltds ice-strengthened
vessel set sail August 15 on a once-a-year voyage to Canada's Arctic.
The Cabot's destination is Rae Point on Melville Island in the Viscount
Melville Sound area, northwest of the magnetic North Pole.

A sideloader vessel, the Cabot is expected to reach her Melville Island
destination approximately ten days after departing from the Port of
Montreal. The round-trip voyage will take from thirty to thirty-five
days during which time the Cabot will have sailed over 7,700 miles at
a speed of sixteen nautical miles per hour.

The voyage can only be undertaken during late summer months when
temperatures in the Resolute Bay area reach their yearly high. Until
then, ice break-up is not sufficient to permit safe passage. Possibilities
of being stuck in the ice prevent the ship leaving Montreal before
August 15...

The Cabot, loaded to capacity, is carrying about 7,000 tons of oil
drilling equipment, plus all the material and supplies necessary for
those living on the nearly deserted island for the coming year. The
island's inhabitants are members of the Panarctic Exploration Group. Clarke also acts as terminal operators for the venture in Montreal.

The trip to Rae Point is part of the Chimo-Clarke Northern Services, a venture which provides many northern communities with much needed supplies for the winter...

The unloading procedure is complicated by the fact that docking facilities do not exist at Rae Point. To overcome this, the Cabot carries with her small barges and a tug to use during the unloading procedures. The supplies are first loaded onto these mini vessels before they can be taken ashore and unloaded. Other means do not exist except when the tide is out, at which time the Cabot is aground and it is possible to drive trucks alongside and continue unloading.

The Cabot is expected to return to Montreal around the 16th of September.

In 1974, three more Chimo-Clarke sailings left Montreal for Rae Point - the Cabot on August 12, together with the Chesley A Crosbie, which sailed the day before, and the Sir John Crosbie, following three days later.

After the Cabot's voyages to Rae Point, and more than a dozen years of co-operation, the joint Chimo-Clarke Northern Services would finally come to an end in 1975, after which Chimo Shipping took over operation of the northern services for its own account.

This method of discharging cargo led to a rather unusual court case in 1974, in Falconbridge Nickel Mines Ltd, Janin Construction Ltd and Hewitt Equipment Ltd v Chimo Shipping Ltd, the Clarke Steamship Co Ltd and Munro-Jorgensson Shipping Ltd. With six parties involved, the action came about after a piece of cargo was lost overboard in the Arctic while being lightered to shore from the Percy M Crosbie. The Supreme Court of Canada decided that barges used for lightering were "ships" for the purpose of the law and in order for the "Hague Rules" per package limitation of liability to be invoked the carrier was responsible for ensuring their seaworthiness.

By 1975, business was getting competitive, as other operators, including Federal Commerce & Navigation, brought new ships into the trade. In that same year, supplies to the west side of Hudson Bay began to move over Churchill as opposed to being transported from Montreal. Meanwhile, Chimo had chartered its Percy M Crosbie to Canadian National in 1974 for its Newfoundland coastal trade, and she would be remain there until 1977. In order to compete with new ships, Chimo Shipping acquired a much larger ship, the 7,100-ton Ice Class 1 multi-purpose A C Crosbie, bringing its fleet to six vessels. Her first voyage, from Montreal on August 3, 1976, was to Resolute Bay, Strathcona Sound and Rae Point.
The Captains Chouinard

As a result of Capt Léo Chouinard's appointment as master of the Cabot in 1973, and Capt Jacques Chouinard being in charge of the Chimo, Clarke now had two Capt Chouinards in commanding its two most important ships. Léo Chouinard had also once served under Jacques Chouinard in the Novaport. One could forgive the people of St John's, therefore, if they began to think that all Clarke captains were called Chouinard, but this was the case for much of the 1970s.

Capt Léo Chouinard also suffered the loss of his older brother, Capt Georges Chouinard, in 1973, when he died on June 11, at age 56. It was Georges who had joined Clarke in 1936 aboard the Gaspesia and who had brought Léo with him onto the North Gaspé in 1939. Like Léo in later years, Georges had also served as master of the Jean Brilliant. As well as being manager of La Compagnie de Transport du Bas St-Laurent, Georges had served in head office as manager of the shipping fleet and at the time of his death was manager of La Traverse Rivière-du-Loup-St-Siméon.

New York's Global Terminal

With its experience in managing Halterm, yet another container operation in which Clarke took an active interest was the Global container terminal, within sight of the Statue of Liberty in the Port of New York. An article in the October 1972 issue of "Clarke News" under the heading "Global Terminal Officially Opened" gave the details:

Global Terminal, the largest privately owned container port in the United States was officially opened September 19, almost in the shadow of the Statue of Liberty. It is forecast that the 73-acre terminal will handle 130,000 containers, representing more than one million short tons of cargo during the first year of operation.

Richard T Norton, president of Global Terminal & Container Services Inc, said "the adjective, Global, is well chosen. The new terminal will accommodate 17 of the world's most modern container ships that have Canada, Europe, the Mediterranean, Australia, New Zealand, Japan and the entire Far East as trading areas."

By including ten gates, three giant Starporter cranes and a quarter-mile long LTL (less than truckload) shed, Global exhibits many attributes and characteristics that will be seen increasingly in containerports of the future.

The Port Jersey installation is owned on a partnership basis by three international containership companies: Dart Containerline, Columbus
Line and Fabre. In addition, weekly service will be provided to and from the Mediterranean and five Japanese container shipping firms will utilize the terminal with a weekly service.

A special turning basin has been constructed to eliminate the need for ships to back out and will begin a turnaround time for all ships of 24 hours or less.

Global is close to sea, land and air transport - next to the New Jersey Turnpike, adjoins Penn Central's largest terminus, is three miles from Newark Airport and five from the Holland Tunnel.

Clarke now had a significant interest in both the major container terminals that Dart Containerline used in North America, as well as its one-third interest in Dart itself.

**Chartered Ships for the North Shore**

Since the sale of the *North Voyageur* to Desgagnés in October 1970, Clarke had used chartered ships in its North Shore service. Until 1972, these were all from Desgagnés - the *Voyageur D*, *Mont-St-Martin*, *Maurice Desgagnés* and *Guard Mavoline*, supported by other ships as needed.

But in 1973, Clarke entered into a new agreement with the Harvey Brothers of Ile-aux-Coudres, who had purchased the 561-ton coaster *Shevrell* in Ireland in September 1972 and brought her to the St Lawrence as *Coudres-de-l’Ile*. With this purchase, the Harveys took over from the Desgagnés as the supplier of ships for Clarke’s North Shore service. Her dimensions of 200 feet overall by 30 feet gave her a capacity of 35,300 cubic feet and a deadweight of 865 tons. Built at Waterhuizen, Holland, in 1954, the *Coudres-de-l’Ile* was registered to a new Harvey company, Entreprise de Navigation de l’Ile Inc.

Another Harvey company, Navigation Ile-aux-Coudres, owned the 450-ton coaster *Cap-de-l’Ile*, which was used to back-up the *Coudres-de-l’Ile* when two ships were needed. For example, when the *Coudres-de-l’Ile* arrived at Sept-Iles on July 18, 1976, the *Cap-de-l’Ile* arrived the next day, on her third voyage for Clarke that year. That season, on April 2, the *Coudres-de-l’Ile*, on one of her regular voyages from Montreal to Sept-Iles, had managed to strand herself on the north shore of Lake St Peter near Trois Rivières. Refloating herself under her own power the next day, she went to Trois Rivières for inspection before recommencing her voyage. A third Harvey company, Navigation Harvey & Frères Inc, owned the 142-ton goélette *Nord-de-l’Ile*.

Clarke chartered another Dutch-built coaster, the 498-ton *Havre-St-Pierre*, when required, from Transport Maritime Vigneault Ltée of
Havre-St-Pierre. The *Havre-St-Pierre* had been acquired directly from the Netherlands in 1973. When she arrived at Sept-Iles on July 21, 1976, two days after the *Cap-de-l'Ile* and three after the *Coudres-de-l'Ile*, it signalled the *Havre-St-Pierre*’s second Clarke voyage for that year. Clarke had chartered earlier Vigneault ships, including the Meteghan-built *Mont-Joli* in the early 1950s and, briefly, the 371-ton *Vigneault B*, which had been acquired in 1971 but burned at Ste-Anne-des-Monts in December 1972. The *Havre-St-Pierre* was a replacement for the *Vigneault B*, which had also done a season for Chimo-Clarke in 1970, under the name *Sonia D*.

Neither the *Coudres-de-l'Ile* nor the *Havre-St-Pierre* was ice-strengthened, so Clarke had to arrange for other vessels to serve Sept-Iles during the winter months. This was usually one of Chimo Shipping’s Ice Class 1 twins, *Chesley A Crosbie* or *Sir John Crosbie*. On February 3, 1975, the *Chesley A Crosbie* suffered a broken crank shaft on one of her Clarke voyages and had to be towed in to Sept-Iles. Generally, however, the winter service was carried on without trouble.

**Clarke Disposes of its Interest in Dart**

A period of great change had come over Clarke. Despite the optimism of a year earlier, in May 1973, after four years of Dart operations on the North Atlantic that had included a serious rate war, Clarke announced that it was disposing of its interest in Dart to Bibby Line and CMB. Bibby Line had become a full partner in Dart when it bought the Bristol City Line share in 1972. This effectively made Clarke the second of the original partners to bail out.

"The Globe & Mail" commented on the state of affairs on June 21, 1973: -

Mr Clarke referred to his company as "disposing of" its Dart ownership, rather than selling it. "It could be done through an offset arrangement. There is still a mortgage to pay on the ship."

The vessel, completed by Swan Hunter Shipbuilders Ltd at Newcastle upon Tyne in 1970, has been valued at up to $20 million. With British Government financial aid, the cost to Clarke was about $10 million.

One industry source suggested that Clarke would be getting out of the ship about what it paid for it; others said it would receive $6 million to $8 million.

Mr Clarke, while declining to answer directly, implied that he would not be coming out of the deal with a great deal of cash to show for it. He said the losses sustained through Dart were not necessarily in themselves the principal reasons for wanting out.
Clarke, a private company, does not attribute profit and loss by division. In filings with the federal Department of Consumer and Corporate Affairs, Clarke reported a loss for the whole company of about $1 million for 1970 and a similar loss for 1971. Losses for its share in Dart are considered responsible for these results, having wiped out profit from other company operations...

Cash flow and tax relief alleviated the impact to some extent, but Mr Clarke was naturally concerned to see that the company's widespread domestic transportation businesses were not endangered by the drain from Dart.

He said 1972 was envisaged as a turnaround year for Dart. But, perhaps as a result of the sharp competition and rate cutting among some North Atlantic container operators, the hoped-for profitability was not achieved and the decision to get out was predictable.

Mr Clarke said his company's share of Dart losses was down to less than $1 million in 1972. But, in addition, payments had to be made on the ship and to cover Clarke's one-third share of the cost of Dart's sales and administration apparatus in the United States.

It was this large cash outlay that drove the company to seek relief, he said.

These were troubling times for the company and not thinking it could stand further losses from Dart, Clarke, a family company like Bristol City Line, had decided to dispose of its interest. Its participation in Dart had nevertheless seen it take delivery of what was at the time one of the world's largest container ships and introduce the substitute port concept for railing goods to or from the Port of Halifax to get them to market.

**Trouble with the "Travetal"**

As if the rumours about Clarke's interest in Dart were not enough, after the *Travetal* had been on the Halifax-St John's run for fifteen months, trouble was still brewing over her crewing arrangements. This situation soon reached a climax, as "The Globe & Mail" reported on June 9, 1973, under the heading "Legal action taken by SIU over ferry":

Writs have been served on five federal cabinet ministers and a shipping company in an injunction by the Seafarers International Union.

The union claims that the m.v. *Travetal*, used to ship cars from Halifax to St John's, is being operated with foreign officers contrary to the Shipping Act.
The writs were served on Trident Steamships Ltd of Halifax, operators of the vessel, Revenue Minister Robert Stanbury, Transport Minister Jean Marchand, Labor Minister John Munro, Manpower Minister Robert Andras and Justice Minister Otto Lang.

SIU lawyer Peter MacDonough said yesterday the writs issued by the Federal Court were declarations of action against the operators of the ship and notification of a hearing to seek an injunction to end the illegal use of the ship.

The *Travetal*, registered in Singapore, is owned by Rollonoff Shipping Ltd of London and has been chartered to Trident. She carries German officers and a Spanish crew.

Clarke ships employed unionised crew but as members of the United Steelworkers of Canada they were outside the SIU. This had saved Clarke much grief during major SIU strikes that had disrupted shipping on the Great Lakes and East Coast, but it did not ingratiate the company with the SIU on the East Coast. Nor did it help matters that SIU crews manned a number of coasters in the Maritimes.

**The End of Trident Steamships**

Ironically for the SIU, which represented ships' crews, the solution that was reached involved only the officers. The next bit of the story appeared in "Lloyd's List" on June 23, 1973: -

The *Travetal*, a 1,597-ton motorship owned by J A Reinecke of Hamburg and operated by Trident Steamships Ltd has now resumed sailings between Halifax and St John's with two sets of officers on board to counter mounting criticism of her operations.

A two-month extension of her coasting licence, just granted, to give the operators time to train a Canadian crew, freed the *Travetal* from her Halifax berth, where she had been lying idle since June 5.

This was all too much for the *Travetal*’s owners, however, for on July 1 the five Canadian officers were advised to leave the ship with their belongings and the *Travetal* slipped port. She was arrested at Boston on July 4, as reported in the next morning’s issue of "The Globe & Mail": -

The vessel that suddenly broke her charter with a Halifax shipping company was under arrest in Boston harbour last night. But officials of the firm say it may be forced to close as a result of the ship’s departure.

The *Travetal*, of Singapore registry, sailed without clearance from
Halifax late Sunday night. She was under a three-year charter to Trident Steamships Ltd, with 20 months before expiration.

A spokesman for Trident said her leaving could be a death blow to the company. "We regard it as a critical situation. There are very few vessels of this type in operation, and it will be extremely difficult to find another one. It took us six months to come across the Travetal."

The ship was arrested after legal action was taken by another Halifax firm, F K Warren Ltd, which was acting as agent for the owner, Rollonoff Shipping Ltd of London. A spokesman for Warren said it was owed "several thousand" by Rollonoff.

The president of both Trident and Warren is A C Huxtable of Halifax... This week, he met provincial officers to discuss the future of Trident and a loan of $900,000 to the company that had been guaranteed by the Nova Scotia Government. Trident's spokesman Laurence Mawhinney said $702,000 of this had been spent on the purchase of loading and unloading equipment in Nova Scotia...

Trident officials are not optimistic that they can legally force a return of the ship to complete the terms of the charter...

Since she began sailing for Trident in March 1972, the Travetal's five deck officers have been German, not certified by a Commonwealth country. The officers include the captain, two mates and two engineers. The total crew is 17.

Federal law required a ship operating in the coastal trade in Canada to have officers of a Commonwealth nationality aboard, said Trident general manager Douglas Bettle...

"We attempted for several months to get authorization from Rollonoff to hire Canadian deck officers without success," Mr Mawhinney said...

The Travetal was idle until June 14, when Rollonoff agreed to allow Trident to hire Canadian officers. On June 15, Trident hired five Canadian officers who were to be "probationary" for two months.

This outcome, and the lack of a suitable replacement, ended the short-lived Trident Steamships. After forty-eight years on the Halifax-St John's run, Newfoundland Canada Steamships did not take the opportunity to resume service either. Without the cars and containers there was no likelihood of making a profit, and even Trident Steamships had needed a federal subsidy during its brief period of operation.
C Y Tung Joins Dart

In August 1973, Compagnie Maritime Belge and Bibby Line announced that Hong Kong shipping magnate C Y Tung was joining the consortium in place of Clarke. The Tung Group acquired the former Clarke assets in the Tynedale Shipping Co and its vessel, the Dart America, along with a one-third interest in Dart. At the time, CMBs Agence Maritime International, which represented Dart Containerline on the Continent, also happened to be the Antwerp agent for C Y Tung's Orient Overseas Container Line.

This news had been an open secret for some time, as a report in "The Globe & Mail" had indicated on June 21:

Hong Kong-based shipping magnate C Y Tung had been rumoured as purchaser of the Clarke interest, but Mr Clarke said he has had no negotiations with Mr Tung or his representatives.

Mr Tung is reliably reported to be providing financial aid for the other two lines to acquire the Clarke ship, obtaining in return, a place on the Dart board of directors.

It was finally confirmed in a report in "Fairplay" magazine for August 30, 1973:

Agreement has been reached whereby the C Y Tung Group will acquire a one-third interest in the Dart international consortium originally organized by the Bristol City Line, the Compagnie Maritime Belge and Clarke Traffic Services... Two founder members of the Dart consortium, the Bristol City Line and the Compagnie Maritime Belge, each remain one-third partners in Dart Containerline. The Bristol City Line is now a fully-owned subsidiary of the Bibby group of companies headquartered in Liverpool.

Clarke remained Dart's agent in Canada but disposed of its share in Global Terminal in New York. For many years Global became a subsidiary of Orient Overseas International Ltd. But combined with the Vanterm and Deltaport container terminals in Vancouver and the New York Container Terminal on Staten Island it eventually became part of TSI Terminal Systems Inc of Vancouver. The Ontario Teachers Pension Plan bought all four terminals in 2007. Located directly across from what is now Royal Caribbean Cruises' Cape Liberty Cruise Terminal on the old Bayonne Military Ocean Terminal, Global Terminal today covers 100 acres. Meanwhile, as Clarke's interest in Halterm was profitable there was no intention of disposing of this investment, which fit well with its other Canadian operations.

Disappointment in having to dispose of its share in Dart after only four years and downplaying the role Tung played were reflected in quotations from Stanley Clarke that appeared in "The Globe & Mail" a year and a half
later, with Clarke now acting as agent. On November 21, 1974, he said "I think there has been a continuous improvement in the administration of Dart, but this is not because of C Y Tung." Later in the same article: - "He added that while 1973 had been a bad year for Dart, 1974 will be profitable." While 1972 had once been seen as the turnaround year it was that years losses that had led to Clarke's withdrawal. The addition of further losses in 1973 would have made its position completely unsustainable.

The Tynedale Shipping Co, meanwhile, now that it was owned by Tung, would go on to own other Tung ships such as the 21,339-ton Oriental Educator of 1975. The company, founded back in October 1959, is still registered today at OOCL House in Ipswich, but is now dormant.

**A Question of Subsidies**

Back at home, Clarke's situation with shipping subsidies was slowly changing. When the company was formed in 1921, it was dependent on subsidies. In fact, Ottawa had persuaded Quebec to join it in paying them. But in recent years, competitors had begun to win subsidized services away from Clarke. Clarke now ran its Montreal-Sept-Iles service without subsidy, Agence Maritime having now taken over the subsidized service to the smaller outports along the Lower North Shore. An article in "The Globe & Mail" on July 26, 1973, summarized the payments made for various shipping services in Canada, including those in which Clarke was involved: -

The Federal Government has budgeted $8,711,184 in the 1973-74 fiscal year to assist the 22 water transport services it currently subsidizes in various parts of the country, up from $6,937,814 in 1972-73.

A P Cope, chairman of the Water Transport Committee of the Canadian Transport Commission, said two factors are at work.

On the one hand, the Federal Government has been tending to pass responsibility for subsidized services over to the provinces, because of their connection with highways.

Newfoundland, which has most of the services and gets most of the money, is an exception because of federal responsibility under the terms of Confederation.

But the amount of the subsidies rose this year, mainly because of cost escalation and allowance for an increase in the subsidy to the Newfoundland Steamships service between Montreal and St John's.

At $7 a ton in 1972-73 this amounted to $1,503,563 for a twice-weekly connection, including Corner Brook.
This subsidy increases because tonnage to Newfoundland grows about 6 to 10 per cent annually, but is said to be far less costly than the ferry service provided by Canadian National Railways, the other main carrier.

The Government consciously balances the volumes routed to each carrier to maintain stability...

Agence Maritime Inc of Quebec City received $732,000 toward the cost of operating its service between Montreal, Rimouski and North Shore points as far east as Blanc-Sablon.

The subsidized service between Halifax and St John's by Trident Steamships Ltd of Halifax until the departure of its chartered ship Travetal on July 1, received $404,419 in the 1972-73 year. This service has been discontinued...

A company called Co-operative de Transport Maritime et Aérien of the Magdalen Islands received subsidies for two services - $550,000 for maintaining a service between Souris, PEI, and Grindstone on the Magdalen islands, and $60,000 on a route between Pictou, Charlottetown and the Magdalen Islands...

North Shipping and Transportation Ltd of Quebec City was awarded $11,287 toward its service between Prince Edward island and Newfoundland and Marine Coaster Ltd of St John's received $187,500 for maintaining service between St Barbe, Nfld, and Blanc-Sablon, Que.

Agence Maritime and CTMA had both taken over services previously operated by Clarke. Meanwhile, old-timers seemed to stick around in the coasting trades. North Shipping had replaced the Gaspésien with the Ste Foy, which Clarke had used to the Lower North Shore, to run from Prince Edward Island to Newfoundland. And the Marine Coaster running between St Barbe and Blanc-Sablon had, as the Steve Ahern, performed Clarke's first voyage to Goose Bay in 1955.

Many people, including politicians and competitors, criticized those who received subsidies, but they were needed to ensure essential services to outlying areas with small populations. And to Newfoundland, an interesting comparison could be made with the CN service, which used the North Sydney-Port aux Basques ferry and was subsidized at about $50 a ton compared to the $7 a ton paid to Newfoundland Steamships.

Those who had been critical of subsidies paid to Clarke in the past soon learned about costs and responsibilities once they took over such services for themselves. Agence Maritime and CTMA between them now
received $1,342,000, compared to the $1,503,563 that Ottawa paid Newfoundland Steamships. After the Quebec share of subsidies to Agence Maritime and CTMA was added (Quebec did not fund Newfoundland Steamships) the smaller operators received about half again more than Clarke for their services. The Quebec subsidy to Agence Maritime, for example, was $391,000, which together with Ottawa meant a total of $1,123,000 for the Lower North Shore.

**Gordon Forwarders and the "Maurice Desgagnés"**

Because of strikes affecting Canadian National's service to Newfoundland in 1973, Gordon Forwarders Ltd, who specialized in the Newfoundland forwarding business, chartered the *Maurice Desgagnés* to help out. "The Globe & Mail" reported on Gordon Forwarders' arrangement in its edition of September 13, 1973:

> The vessel *Maurice Desgagnés*, under charter to Gordon Forwarders Ltd of Hamilton, is to leave Montreal for Newfoundland today with a load of cargo that had been delayed by the recent disturbances in the rail and ferry service.

> Alex Gordon, president of the Hamilton freight company, said the impetus was provided by the Newfoundland needs of Canadian International Paper Co of Montreal and of Standard Manufacturing Co Ltd, a St John's paint maker. Other cargo was accepted, and a second trip is planned.

> For the longer term, the operation would be up against the difference in rates form the subsidized carriers.

> Hamilton-based Gordon Forwarders was a competitor of Muirhead Forwarding, whose own railcar shipments received priority treatment at Montreal Wharf for loading onto Clarke ships to be carried to Newfoundland. During strikes that affected transport to Newfoundland, Clarke ships naturally ran full and were not able to accept all cargo that was offered. Shipments from regular customers were accepted on first priority, but even then space had to be rationed and some cargo was naturally delayed and backlogs built up. But this did not compare to the even worse delay to traffic that was routed by Canadian National over Cabot Strait.

> The *Maurice Desgagnés* loaded Gordon Forwarders' cargo at Bickerdike Pier in Montreal. Although two more voyages were scheduled in October and November, no more sailings were offered once the Port aux Basques ferry crossing went back to normal and winter ice set in. The article did go on to say, however, that:

> Gordon Forwarders is investigating the possibility of a freight subsidy
corresponding to subsidies paid other services to Newfoundland, and Mr Gordon said the Canadian Transport Commission is favorable toward presentation of a brief. He said the existing tariff structure is a mess, with some rates unusually high and others held artificially low for political reasons.

In a peculiar twist, Gordon Traffic Services Ltd, as the firm became known, bought two Canadian National coastal ships, the 1,138-ton sisters Bar Haven and Springdale, in 1974, reportedly to convert them into restaurant ships. The Bar Haven had served the coast between Port aux Basques and Argentia, and the Springdale between Lewisporte and Corner Brook. These were true Newfoundland coastal ships, 214 feet long with berths for 90 passengers. But they were twenty-six-year-old steamships and could only carry 27,000 cubic feet on a deadweight of 1,060 tons. Eventually, the restaurant plan died and the ships went for scrap.

Nothing ever came of Gordon's idea of obtaining a subsidy from Ottawa, but it did become involved with Canadian Pacific. CP operated a contracted roll on-roll off service between Saint John, New Brunswick, and St John's and agreed to carry trailers for them on top of its existing contract to deliver new automobiles to Newfoundland.

**Winter Service to Sept-Iles and Corner Brook**

The winter of 1973-74 introduced a new pattern of service to Corner Brook, under which ships now called at Sept-Iles en route. This was announced in the December 1973 issue of "Clarke News":

The number of sailings between Montreal, Sept-Iles and Corner Brook will increase during the winter navigation season starting in early December. Last winter sailings to Sept-Iles and Corner Brook took place every nine/ten days. This winter the voyages will be doubled, with a sailing planned every five days.

This service will increase the winter season carrying capacity to Corner Brook by approximately 30%. In addition the chartered vessels m.v. Andrew C Crosbie and m.v. Maurice Desgagnés will call at Sept-Iles en route to Corner Brook. Thus the carrying capacity to Sept-Iles will also be increased.

This routing, which had occasionally been used by the Gulfport and other ships in the 1950s and 1960s, evoked memories of the Nayarits original Montreal-North Shore-Corner Brook route of the late 1920s, but it was a good way to serve Sept-Iles in the winter time when ice-strengthened ships were required.

That winter, while the Andrew C Crosbie and Maurice Desgagnés
served Corner Brook, the Quebec & Ontario Transportation Co chartered the usual summer ship, the *Fort St Louis*, to carry newsprint from Baie Comeau to New York and Florida.

**A Bad Winter in the Gulf**

That particular winter turned out to be one of the worst in memory on the St Lawrence and storms and ice hindered navigation in the Gulf. Two Canadian National ferries were caught in ice off Port aux Basques for several days in early March, to be freed only on the arrival of a Coast Guard icebreaker. A report in "The Globe & Mail" for March 14, 1974, gave further detail:

Newfoundland Steamships Ltd, which operates Montreal-Corner Brook and Montreal-St John's services, describes navigation conditions as "terrible."

"Corner Brook is our big stumbling block. We've had several ships stuck trying to get there. We've had one ship stuck at the entrance to Corner Brook since March 4."

As a result, the company is not accepting cargo for Corner Brook at the moment.

A fire on one of the ships normally used on the Corner Brook run meant that vessels had to be diverted from the St John's service to help out. "We are one ship short at the moment."

The chartered Corner Brook trader *Maurice Desgagnés*, back from her three voyages for Gordon Forwarders, had suffered a fire in her accommodation while loading at Montreal on February 25. While there was no serious damage to the cargo, it had to be discharged and reloaded to other vessels, causing more disruption to schedules. The master meanwhile estimated damage to his ship at about $175,000.

With Clarke increasingly using the *Fort St Louis* for the Corner Brook service, and year-round from December 1975, there was no longer the same requirement for the *Maurice Degagnés* and she soon went trading elsewhere for Desgagnés' own account.

**Desgagnés Ship and Terminal Operations**

Several other ships joined the Desgagnés fleet but did not work for Clarke. After Desgagnés moved its head office from St-Joseph-de-la-Rive to Pointe-au-Pic, it became heavily involved with bulk and parcel cargoes handled to and from the head of the Canadian National rail line at
Pointe-au-Pic. This became more particularly the case after the expansion of the Pointe-au-Pic terminal and Desgagnés acquired it in 1972. This was of course the same head of rail that Clarke had once used as its winter port for the North Shore.

Desgagnés, busy with its Pointe-au-Pic cargo handling activities, was now partly in competition with Clarke. And with Clarke no longer employing Desgagnés ships, the Mont-St-Martin went to trade for the Federal Intercoastal Line. After her Clarke days were over, she managed to get herself into the occasional scrape. On October 20, 1974, she went aground on Red Islet, near the mouth of the Saguenay, while on a voyage to Sept-Iles, and on July 16, 1975, she was involved in a collision with an Irving Oil tug and barge and had to be towed to Montreal. However, the Mont-St-Martin was still trading.

Cargoes moving over Pointe-au-Pic included aluminum ingots inbound, to be railed to the US Midwest, and nitrate and explosives outbound for Sept-Iles, mostly carried in Desgagnés ships. Deep-sea ships loaded newsprint, paper and asbestos for export. Capt Yvan Desgagnés was now general manager of Murray Bay Marine Terminal Inc., as it was called Desgagnés ships discharged aluminum ingots at Pointe-au-Pic for onforwarding by rail, while others carried full Reynolds cargoes from Baie Comeau to New Orleans, from where it could be barged inland.

Yet another Desgagnés company, Rail & Water Terminal (Quebec) Inc, took its name from this same movement of cargoes between ship and rail, while Rail & Water Terminal of Montreal Ltd acted as agents for Desgagnés ships at Shed 33, one of the sheds Clarke had used before 1965. Rail & Water became an operating company, utilizing ships owned by Transports Desgagnés and Chargeurs Unis, and was also used to hold ownership of some of the Desgagnés ships.

A new acquisition, purchased in 1976, was the 2,454-ton Roland Desgagnés, the former Hall Corporation motor canaller Northcliffe Hall. One winter, while in lay-up at Pointe-au-Pic, this ship had her bell stolen. And rather than buy a new one, the bell from Clarke's North Voyageur, which had been salvaged after her sinking, was installed in its place.

By 1976, there was no longer an active connection between the two companies. Almost forty years after Clarke had first chartered the Mont-St-Joseph and twenty years since Desgagnés built the Mont-St-Martin for charter to Clarke, the relationship was over. Within months Desgagnés would go into competition with Clarke in the Newfoundland trade.

Desgagnés' business grew greatly over this period but it also had its share of casualties, starting with the loss of the Voyageur D in 1972. On August 20, 1975, while returning from a High Arctic supply voyage, the Aigle d'Océan hit heavy weather off Port Burwell on the Labrador coast. After
hitting some ice she took on water, developed a list and soon capsized. Four of her nine crew were lost, as were two crew of a Coast Guard helicopter from the icebreaker CCGS *Norman McLeod Rogers*, which went down while trying to effect a rescue. This was to have been the *Aigle d'Océan*’s final voyage before being withdrawn from service.

On March 12, 1980, the *Maurice Desgagnés* was lost about seventy-five miles off Nova Scotia with a cargo of hardwood railway ties bound for Sept-Iles. Loaded at New Orleans, the creosoted cargo had shifted in heavy weather, causing a very steep list, but navy helicopters from HMCS *Huron* and shore bases managed to rescue all twenty-one crew before she went down.

On May 26, 1982, the *Roland Desgagnés* holed herself off Pointe-au-Pic, while carrying a cargo of salt from Pugwash to Montreal, and also sank. The bell from Clarke's *North Voyageur* thus ended up sinking twice in the same waters, this time at a depth of 330 feet. It would be recovered twenty-six years later, in 2008.

Later, as Groupe Desgagnés Inc, the company moved its head office once more, from Pointe-au-Pic to Quebec. A good measure of Desgagnés' growth over this period is in its turnover: in 1972 its gross sales were $500,000 but by 1985 this had reached $30 million. By 1999 the figure was almost $100 million and by 2006 $150 million. By 2011, the group was operating a fleet of eighteen vessels, eight general cargo ships, eight tankers, a tanker barge and a passenger-cargo ship that served the Lower North Shore.

**Agence Maritime to Newfoundland?**

Meanwhile, Agence Maritime, now operating a fleet of ten ships, seemed to be getting a taste for subsidized services, as was hinted at in a news item that appeared in the same issue of "The Globe & Mail" that covered the *Maurice Desgagnés* fire, on March 14, 1974: -

Agence Maritime Inc, a unit of Logistec Corp of Montreal, said a federal decision on its application to operate a subsidized water transport service between Montreal and Newfoundland has apparently been delayed two or three months. "We hope to start maybe June 1, instead of April 1."

In the event, Agence Maritime never did start a Newfoundland service, but it did extend its service beyond the St Lawrence into the Canadian Arctic.

**The Incan Project**
A railcar ferry project announced in early 1974 would now cause four years of uncertainty in the St Lawrence. The first news of this project appeared in the same issue of "The Globe & Mail" on March 14, 1974, under the simple title "Railcar Ferry":

Incan Ships Ltd and Quebec North Shore Paper Co plan to operate a railcar ferry service between Quebec City and Baie Comeau, starting in the summer of 1975.

Incan Ships is a joint venture of Canadian Pacific and Inchcape & Co of London, and the service is designed to carry newsprint from Quebec North Shore's Baie Comeau mill to tie in with the CP Rail network at Quebec City.

A 385-foot vessel, capable of carrying 26 50-foot railcars, is being built for the service by Burrard Dry Dock Co Ltd of North Vancouver at a cost of $6.3 million. It will be owned jointly by Incan Ships and Quebec & Ontario Transportation Co, a unit of Quebec North Shore...

"The Canadian Forwarder" gave further background regarding the tonnages involved on March 27, 1974: -

Quebec North Shore Paper will use the new system to ship a minimum of 310,000 tons of newsprint a year from its Baie Comeau mill, with at least 260,000 tons going to New York. The company has a total annual production of more than 460,000 tons which is all moving in ships now...

Loaded capacity of the 6,060-ton rail car carrier is 1,820 tons of newsprint. The transporter is expected to average more than three trips per week.

Although the newsprint carriers of the Quebec & Ontario Transportation Co stood to lose the most from this business, that company would at least have a half-interest in the new vessel. Meanwhile, such a ship would ultimately have an even more negative affect on Clarke's North Shore service, as it would on all coastal shipping in the river.

The Cogema Project

However, on March 28, just a day after the report in "The Canadian Forwarder," the Quebec Government awarded an operating permit for a similar service between Matane and Port-Cartier to La Compagnie de Gestion de Matane (Cogema). Cogema was a new firm, backed by local shareholders from the Gaspé coast and the North Shore.

Unsuccessful applicants for this permit had included Agence Maritime,
who had intended to operate from Rimouski, and the Desgagnés Group, who
had tendered through an associated company with the intention of operating
over their own facilities at Pointe-au-Pic. Whichever of the three ports was
chosen for this project, the key point was that the connecting railway would
be Canadian National and not Canadian Pacific.

The St Lawrence Shipowners Association

These announcements of course caused an outcry among coastal
operators. Their reaction appeared in the "Montreal Star" on April 18, 1974,
under the heading "North Shore shipowners fight to sink ferry plan": -

Owners of coastal vessels serving the north shore of the St Lawrence
River are up in arms over a proposed rail ferry service they say would
destroy their industry.

Representatives of the St Lawrence Shipowners Association told a
news conference yesterday the ferry service, to be operated by the
Société de Gestion Matane, could eliminate more than half their
business and up to 1,500 jobs.

"If we want to save coastal trade in Quebec, the permit should be
suspended," said Capt M H Lamoureux, vice president of the group.

The Quebec Government last month issued the Gestion Matane firm a
permit for a rail ferry service between Matane, on the south shore, and
Sept-Iles, Baie Comeau and Port-Cartier on the north shore.

The association wants a meeting with Premier Robert Bourassa and
Transport Minister Raymond Mailloux to discuss the problem and says
if the project goes through the government should reimburse the ship
owners for the cost of their ships and their permits.

The 32 owners represented by the association operate about 60
coastal vessels, supplying provisions to the three major ports and
companies operating there and carrying wood pulpwood to the mills.

Capt Lamoureux told the newsmen the coasters supply direct
employment to about 1,500 crewmen and dockworkers, most of whom
would lose their jobs if the rail ferry went into service.

The association also demanded the government prevent Canadian
Pacific from operating a rail ferry between Baie Comeau and Quebec
City without a permit.

CP Rail announced last month it had signed a contract with Quebec
North Shore Paper Ltd to transport up to 300,000 tons of newsprint a
year from the company's mill at Baie Comeau.

Mailloux has said CP has not applied for a permit and that no company could operate a service between two Quebec ports without one...

Capt Lamoureux said the Matane company plans to use a ferry built in 1926 for Lake Michigan service and said the Matane firm has no experience in such service.

The Lake Michigan ferry was the 2,942-ton Grand Rapids, with a capacity of 26 railcars, which had been operated for many years on the Milwaukee-Muskegon route by the Grand Trunk Western Railway, a subsidiary of Canadian National. This cross-lake route was due for closure, although it would not end for another four years.

Clarke had only recently joined the St Lawrence Shipowners Association. In the days when it chartered so many ships from members it had chosen not to seek membership. But now, after so many years on the outside, it had chosen to join their ranks. There was of course a lot of truth in what its members were saying. Once the North Shore was connected by cross-river rail ferry to the whole continental rail network, there would be no need for a coastal shipping trade. Ironically, not that many years later, Cogema itself would become a member of the association.

**Fednav and the Newfoundland Automobile Trade**

After Trident had failed to find a replacement ship, the Halifax-St John's automobile business eventually went back to Federal Commerce & Navigation (Fednav), whose Federal Hudson had carried cars from Autoport to Newfoundland over the winter of 1971-72. On September 12, 1974, fourteen months after the Travetal had slipped port, "The Globe & Mail" carried news of a replacement service: -

Canadian National Railways is starting a new roll-on, roll-off service soon, carrying cars from Halifax to St John's. CN has chartered a vessel recently bought by Federal Commerce & Navigation Ltd of Montreal in Europe and she is scheduled to arrive at Halifax's Autoport terminal this week for loading.

The September 1974 issue or "Seaports & the Shipping World" added the following: -

The Federal Avalon, operated by Federal Commerce & Navigation, a Montreal-based shipping firm, is expected to go into operation towards the end of October.

Capable of carrying up to approximately 275 automobiles, the 301-foot
long vessel will operate between Autoport and the Newfoundland capital on a four-day turnaround basis. Built in Braevik, Norway, in 1968 the modern ship is under contract to Canadian National, a partner in the Autoport operation with the Nova Scotia government.

Fednav soon became a force to be reckoned with in the Newfoundland trade from Halifax. The 1,279-ton Federal Avalon was only the first of many ships it used in this trade. Since 1972, it had also been operating the 1,909-ton landing ship Sable Ferry from Halifax in support of the offshore oil and gas industry. And as well as being the traditional winter lay-up port for Fednav's Arctic re-supply ships, Halifax was now the base for a number of its offshore supply ships. Well experienced in operating Canadian-flag ships, Fednav was able to take up the automobile contract without any of the controversy that had surrounded Trident Steamships.

**Fire on the "Fort St Louis"**

A second fire on a chartered ship in a single year occurred when the Fort St Louis suffered an outbreak at 6 pm on October 15, 1974, while loading for St John's. She had been due to sail at 11 pm and there had been welders in the hold. The fire was extinguished by local fire fighters, but not before some major damage had been incurred to the cargo and the ship had to be taken out of service.

About 125 tons of deck cargo survived in good order and was forwarded to St John's on other ships, but the balance of the cargo below deck was either destroyed or had suffered water damage and smoke contamination.

The Fort St Louis herself suffered damage to her hatches, bulkheads and 'tweendecks in hold numbers 1 and 2 forward and was out of service for six weeks while she underwent repairs at Davie Shipbuilding in Lauzon. While she was there, Clarke chartered Canada Steamship Lines' somewhat smaller Eskimo to replace her.

**A Mild Winter on the St Lawrence**

Just as the winter of 1973-74 had been one of the worst on record, the next one turned out remarkably mild, as "The Globe & Mail" reported on January 16, 1975:

André Marchand, manager of the Newfoundland service of Clarke Transportation Canada Ltd of Montreal, said "there's no ice anywhere on the river and even in the Gulf conditions are excellent."

Clarke operates services from Montreal to Sept-Iles and to Corner
Brook, Nfld, and St John's. Last winter shipping was blocked from Corner Brook for about 100 days. "Usually at this time there is a fair amount of ice in the Corner Brook area. This year there's only a little start-up of ice, but nothing to hinder the service."

Over at Agence Maritime the report was the same:

"Just beautiful" is the way it was described by Robert Pelland, operations manager for the Agence Maritime division of Logistec Corp of Montreal, which operates a St Lawrence service from Montreal to Sept-Iles and beyond.

"The last one to Blanc-Sablon (the summer terminating point) left Montreal Sunday."

He said by this time of year the ships are usually forced to terminate at Havre-St-Pierre, 100 miles northeast of Sept-Iles, because of ice coming from the Gulf of St Lawrence, but with the good conditions the next vessel will be going another 100 miles to Natashquan.

"This is the best year in our 10 years on the river."

Shipping in the St Lawrence was always governed by the vagaries of the weather, but year-round navigation to Montreal was now a fact.

**Agence Maritime Contract Extended**

The first five-year contract for the Lower North Shore that had begun in 1970 was extended in 1975. "The Globe & Mail" carried the details on April 17, 1975:

The Agence Maritime division of Logistec Corp of Montreal has a three-year contract for subsidized cargo and passenger services to Lower St Lawrence River communities.

Réjean Gagnon, president of Agence Maritime, said the federal Government will pay two-thirds and the Quebec Government one-third of the subsidy, which amounts to $2.5 million a year.

In addition, Agence Maritime will get cargo revenue of about $2 million a year.

The company will use four of its small ships under the agreement, which continues a five-year contract that expired last Dec 31.

This contract continued the concept of a weekly cargo service from Montreal and weekly passenger and cargo service from Rimouski.
The "Incan St-Laurent"

Meanwhile, Canadian Pacific, through Incan, and Canadian National, through Cogema, had become involved in a long and frustrating process of permit applications and appeals that delayed work on the necessary shoreside installations for loading and unloading railcars in tidal ports. Things were so far behind that "The Globe & Mail" ran a report on June 12, 1975, under the heading "CP charters railcar ferry to Seattle firm": -

CP Rail, through its British Columbia Coast Service division, has chartered its new railcar ferry Incan St-Laurent to Alaska Trainship Corp of Seattle for several months. The $6.8 million vessel, recently completed by Burrard Dry Dock Co Ltd of North Vancouver had been intended to carry freight cars between Baie Comeau, Que, and Quebec City on the St Lawrence River, but ran into licensing problems.

Alaska Trainship expects to operate the new vessel between New Westminster, BC, and Whittier, Alaska, carrying railcars loaded with construction-related goods, particularly for the Trans-Alaska pipeline.

Canadian National Railways also was reported to be interested in the vessel for use in carrying railcars between the north shore of the lower St Lawrence and rail connections at Matane, on the south shore.

Alaska Trainship's mainstay, the 5,593-ton 56-railcar ferry Alaska, was the former City of New Orleans of the West India Fruit & Steamship Co, which had been transferred to Alaska after the Cuba ferry service had to be closed.

Meanwhile, even Cogema, which actually held a permit, was unable to proceed as its competitors had put arguments to the Quebec Transportation Board that its permit should be withdrawn, and the Board would not make its findings public until that autumn. Uncertainty prevailed and no one was able to make a move.

A New Ship for Newfoundland?

In 1973, Newfoundland Steamships signed a long-term subsidy contract that also required that a new ship to be built for the Montreal-St John's route, subject to certain stipulations. Accordingly, naval architects German & Milne, who had designed all of Clarke's ships since the Jean Brilliant in 1935, were engaged to come up with a design. By 1975, the analysis had been completed and a new design was ready.

The idea was that a larger ship would allow the company to offer two
sailings a week to St John's, while increasing capacity by a third in the process by providing better economies of scale in the new ship. The larger vessel would take the end-of-week sailing that had always been more popular than the mid-week one. This plan was outlined to the trade in an article that appeared in "Fairplay International Shipping Weekly" on August 14, 1975: 

In order to expand capacity on the growing trade route between Montreal and St John's, Newfoundland, Clarke Transportation Canada Ltd is planning to place a contract for a 19-knot, 16,000 dwt ro-ro vessel for the service. The proposed vessel, which will provide shipper with a 33 per cent increase in cargo space availability in a trade which is developing largely due to industrial expansions, is to have a general cargo capacity of 4,000 tons and will feature a 100-ton capacity aft ramp. The vessel will utilise a palletising operation for its lower deck, and handle non-palletized loads such as trailers and containers on the main deck.

Clarke Transportation's affiliate Newfoundland Steamships, currently operates a twice-weekly service between Montreal and St John's employing two side-loading roll-on vessels, the 7,800 dwt sisters Cabot and Chimo. One of these vessels, which are each able to load more than 2,000 tons of cargo in 10 hours using an effective palletising system, will be transferred to Clarke's weekly Montreal-Corner Brook, Newfoundland, service when the new vessel is commissioned.

The final plan called for an Ice Class 1 angle-ramp ro-ro container ship, with dimensions of 575 by 66 feet and a deadweight capacity of 11,153 tons. Tenders were called from Canadian shipyards, including both Davie and MIL, but prices came in at up to $42 million. Meanwhile, the quotation received from Hyundai Heavy Industries Ltd in South Korea, even after the 25 per cent import duty levied on foreign-built hulls brought into Canada, produced a cost of about $30 million.

Negotiations with Ottawa on the level of subsidy and with the Port of St John's on terminal modifications were so delayed that Clarke was unable to place an order before the shipyard quotations expired. No final agreement being reached, the matter of a new ship was put off until another year. Meanwhile, the Cabot and Chimo, still fairly new, carried on with the chartered Fort St Louis, but without additional capacity the tonnage carried could only remain about the same.

Year-Round Service by the "Fort St Louis"

In Corner Brook, where a winter service had been operated since 1969, it had been maintained up to now using chartered conventional ships.
Starting in 1975-76, however, Clarke kept the Fort St Louis in year-round service to Corner Brook. The announcement appeared under the headline "1,000,000 Cubic Feet a Week to Newfoundland" in "Clarke News" for December 1975:

Newfoundland Steamships have decided to keep the Fort St Louis on hire this winter, along with Clarke's Cabot and Chimo. By virtue of this decision, we intend to offer the best winter service to Newfoundland possible. The Fort St Louis is an 8,000 dwt sideport vessel of very similar configuration to our own Cabot and Chimo and is rated Ice Class 3 (our own vessels are Ice Class 1).

Because ice problems are almost always worse on the Corner Brook service on which the Fort St Louis is presently engaged, our intention is to switch the Fort St Louis to St John's during the heavy ice season, allowing one of our own sideloaders to run to Corner Brook while maintaining a regular two-vessel service to St John's. This will allow more capacity to both Corner Brook (where we used the 2,000 dwt Bill Crosbie last year) and St John's (because it will no longer be necessary to divert St John's vessels to Corner Brook).

In order to announce this service to the trade, Clarke placed advertisements in the Toronto "Globe & Mail" and Montreal "Gazette" shipping pages and in the four Newfoundland papers - the Corner Brook "Western Star," the Grand Falls "Advertiser" and the St John's "Daily News" and "Evening Telegram" during the week of 24th November.

Eighty per cent of the cargo arriving in Corner Brook and destined to central, western and northern Newfoundland now moved by truck, and the remainder by rail, and three-quarters of the truck traffic was handled by Western Transit. Formed in 1958 as the trucking arm of Western Terminals, Western Transit also handed 90 per cent of the local deliveries to merchants and traders in Corner Brook. The Fort St Louis, meanwhile, would maintain a Corner Brook winter service for the next five seasons, staying on the run until the end of 1980.

Cogema Ferry Plan Wins

The seemingly never-ending railcar ferry debate began to approach an outcome in early 1976, but it would still be another two years before there was actually a vessel in service. "The Globe & Mail" reported on February 19, 1976, under the heading "$95 million railcar ferry project launched for St Lawrence":

A group of investors in lower St Lawrence communities in Quebec, backed by Canadian National Railways, had launched a $95 million
railcar ferry project that will provide direct rail service to Baie Comeau, Port-Cartier and Sept-Îles on the north shore from CN's head of rail at Matane, Que, on the south shore.

CN is currently awaiting federal permission to take a 49 per cent interest in the operating company, called Compagnie de Gestion de Matane Inc, which has been granted operating rights and has maintained them through a legal dispute.

To extend its rail service to Matane, CN has bought a 30-mile railway between Matane and Mont-Joli owned principally by the Brillant family of Rivière-du-Loup [sic]. CN renamed it the Canada Gulf Terminal Railway and will operate it as a separate profit centre...

A CN spokesman said the new service will permit boxcars loaded, say with canned goods in southern Ontario, to proceed direct, without second handling, until they are unloaded at inland Quebec and Labrador points...

He said a study projecting traffic shows that a surprising amount of consumer goods will be carried inbound by the service for these North Shore and inland communities...

CN estimates the new service will carry about 135,000 tons of goods in the first year, including 45,000 tons of forest products, 27,000 tons of consumer goods and 63,000 tons of "industrial goods." It calculates that a total of about 1.25 million tons a year moves in the area, not including bulk.

The spokesman said the initial vessel could make two round trips from Matane to the north shore every 24 hours if required...

The Brillant family was of course from Rimouski and not Rivière-du-Loup. In the midst of all this, Quebec North Shore Paper started negotiating with Canadian National to handle all of its tonnage, as opposed to the two-thirds that would have moved through Quebec with Canadian Pacific. In turn, Canadian Pacific launched an $8 million lawsuit against Quebec North Shore Paper for breach of contract. The intention, after all, had been that Quebec & Ontario Transportation and Canadian Pacific would jointly own the vessel that Canadian Pacific had built.

Meanwhile, the Quebec Government favoured the Cogema project because it would "permit the establishment of economic links essential to the common development of the North and South Shores of the St Lawrence."

What was at stake, however, once the railways of the north shore were connected to the nationwide network was not just a battle between Canada's two largest railways, but a total change in the way goods moved in
the Lower St Lawrence. While the debate went on, Clarke continued to operate its Montreal-Sept-Iles shipping service, year-round and uninterrupted, while its road transport operations looked after the higher value goods that needed the quicker transit times.

**Columbus, Dart and Zim Go Their Own Way**

On the international scene, after the sale of its share in Dart, Clarke's agency division continued to represent not only Dart but also Columbus Line and Zim Container Service. Columbus Line, however, became the first to go, establishing a Canadian subsidiary, Columbus Line (Canada) Ltd, in Montreal on February 1, 1974.

Almost three years after Clarke left the Dart consortium, Dart too decided it wanted its own Canadian office, which it opened in Montreal on April 17, 1976. For this it used the same Canadian-incorporated company, Dart Containerline Ltd, that Clarke had formed in 1969 and was now owned by the Dart partners. Once large container lines had built up their business to a reasonable level, it was natural that they felt that they could support their own offices rather than working through agents.

As a result, Zim too formed a Canadian subsidiary, the Zim Israel Navigation Co (Canada) Ltd, with head office in Montreal, also in April 1976. Clarke's agency business was thus reduced to Showa Line, the Japanese container line that it had represented since 1969, and smaller lines such as Egyptian National Line, Lauritzen-Peninsular Reefers, Star Lines and Uiterwyk Lines. For a while, Clarke's Toronto office also represented Saguenay Shipping in the Ontario market, but this too ended when Saguenay had decided to open its own office in Toronto.

Clarke's International Division, as it was now called, took the opportunity to expand into freight forwarding and cargo consolidation services and it also opened a customs brokerage operation at the end of 1976.

**Gun Running on the "Dart America"**

It was during this time that the *Dart America* became involved in an incident that saw the apprehension of a group who had been running illegal weapons from Canada to Northern Ireland. Some of the details were given in an article that appeared in the "New York Times" on February 5, 1976.

British detectives, following an anonymous tip that arms had been concealed aboard a freighter, *Dart America*, kept watch when the vessel docked in Southampton, England, from Halifax, Nova Scotia.
When the ship was unloaded, detectives were confronted with hundreds of unopened crates and boxes in the customs shed. As they began checking the crates, a duplicate surname was spotted on three of the containers. The boxes, labelled "household goods," were opened. Concealed among clothing were a dozen rifles, several thousand rounds of ammunition, automatic magazines and detonators.

Three men - and later [another] - were seized in Liverpool and two Belfast-born men in Toronto were jailed for gun-running.

As a result of this action, a member of the Ulster Defence Association was sentenced in 1975 to ten years in prison for his involvement in this activity.

**Newfoundland & Ontario Steamships**

In 1976, yet another in a long line of competitors made its appearance on the St John's run when Groupe Desgagnés and a number of minority shareholders in Ontario formed Newfoundland & Ontario Steamships Ltd. "The Globe & Mail" had carried the news on February 19, 1976: -

A new company is being formed to provide direct weekly general cargo service between Oshawa and St John's, starting with the opening of the St Lawrence Seaway this spring...

Called Newfoundland & Ontario Steamships Ltd, the venture will provide the first regular service for many years between the two provinces. ... At St John's, the vessels will discharge at the terminals operated by A Harvey & Co.

It had now been fifteen years since Clarke had taken over Newfoundland Great Lakes Steamships and thirteen years since it had agreed with Canada Steamship Lines to split their services at Montreal. The new competitor, Newfoundland & Ontario Steamships Ltd, was incorporated in Pointe-au-Pic on April 23, 1976.

The March issue of "The Scanner," journal of the Toronto Marine Historical Society, contained a little more detail: -

The 1976 navigation season will see a new and unique shipping service operating into the lakes. The Newfoundland & Ontario Steamship Company, a subsidiary of Rail and Water Terminal (Quebec) Ltd, will commence operation in April on a route between St John's, Newfoundland, and Oshawa, Ontario, the latter port being located about 25 miles east of Toronto. To begin the service, two small ships will run the route, but after the first month container and reefer service will also be offered. During the winter months when the
Seaway is closed, cargo will be land-shipped from Oshawa to Pointe-au-Pic, Quebec, from whence the ships will carry it on to St John's.

The new line intended to operate two coasters, the *Maridan C*, once a stalwart in the Clarke charter fleet and now owned by Desgagnés, and the 749-ton *Conrad Marie* (ii), one of the former Euclide Bouchard fleet, now also under Desgagnés control. According to company advertisements, "all cargo will be unitized on pallets or loaded in containers at the Port of Oshawa."

The two ships were soon seen transiting the Seaway with small numbers of containers on deck. Indeed, on an early July arrival of the *Conrad Marie* at St John's, she was reported discharging nine 20-foot containers, two truck trailers and a cargo of steel. Although the service lasted for only one season, it was Clarke's first shipping competition to Newfoundland since R&R Shipping in 1964.

**Death of the Founder**

On April 19, 1976, fifty-five years after founding the Clarke Steamship Co at Quebec, Desmond Clarke died in Montreal at the age of 84. Well-known in Florida because of the Clarke cruise ships, his obituary was carried in the Miami papers as well as those in Montreal and Quebec, and read like a history of the Clarke Steamship Co.

Apart from founding and developing the Clarke Steamship Co and his award of an OBE, Desmond's directorships had included the Clarke Trading Co Ltd, La Compagnie de Navigation Charlevoix-Saguenay Ltée, Eastern Shipping Co Ltd, Gulf Ports Steamship Co Ltd, Labrador Fisheries Ltd, Lower St Lawrence Transportation Co Ltd, L T Blais Ltée, Magdalen Islands Transportation Co Lt, Montreal City & District Savings Bank, North Pioneer Steamship Co Ltd, North Shipping Co Ltd, North Shore Construction Co Ltd, Quebec Airways Ltd, Quebec-Newfoundland Equipment Ltd, St Lawrence Sea Products Ltd, St Mary's Hospital of Montreal, South Shipping Co Ltd, Terra Nova Steamship Co Ltd and La Traverse Rivière-du-Loup-St-Siméon Ltée.

**Fifty Years (and More) to Newfoundland**

In June 1976, Clarke held a number of receptions and published a special issue of "Clarke News" to celebrate fifty years of service to Newfoundland. In fact, as the *Gaspesia* had served Port aux Basques as early as 1923 and NAYARIT Corner Brook from 1925, it was really the fiftieth anniversary of the introduction of the *Northland*. And although the *New Northland* had run to St John's in the off-seasons of 1934 and 1935, it had been 1946 before Clarke has been able to commence regular service to St John's, so it was also the thirtieth anniversary of that service. By now the
The then chairman of Newfoundland Steamships was meanwhile observing another anniversary. As a university student, physician and businessman Dr Harry Roberts had been part of the crew that had brought Bowring's *Nerissa* across the Atlantic fifty years earlier, just a month after the *New Northland*. Roberts had introduced the Sea Cadets to Newfoundland and served as president of the Navy League of Canada and the Canadian Medical Association, an association that had once chartered Clarke's *New Northland*.

Roberts had opened the Kenmount Motel, Newfoundland's first motel, in 1956, and the Battery Hotel and Suites on Signal Hill, overlooking picturesque St John's harbour, in 1963. One of his three sons, Ed Roberts, became premier and then lieutenant-governor of Newfoundland and Labrador.

As Roberts also had an interest in matters maritime he had been appointed chairman of Newfoundland Steamships. In 1982, he published "The Newfoundland Fish Boxes," a chronicle of ships that had served the Newfoundland fishery by taking its products to many parts of the world.

**New Freight Service to Goose Bay**

Meanwhile, Canadian National improved its ferry service to Goose Bay, Labrador, in 1976 by transferring the former North Sydney-Port aux Basques ferry *William Carson* to the Labrador run. This in turn allowed Clarke to offer through service to Goose Bay via St John's, as outlined in the August 1976 issue of "Clarke News": -

Clarke Transportation Canada Ltd announced on July 15, the inauguration of an improved through cargo service from Montreal to Goose Bay. Cargoes are handled by way of Newfoundland Steamships Limited twice-weekly sailings from Montreal to St John's and East Coast Marine & Ferry Service's weekly sailing of the m.v. *William Carson* from St John's to Goose Bay.

Newfoundland Steamships offers a departure from Montreal every Monday with their m.v. *Chimo*, connecting with the m.v. *William Carson* at St John's every Thursday, for arrival at Goose Bay the following Monday. In addition, supplementary space is available aboard the Friday sailing of Newfoundland Steamships' m.v. *Cabot*.

The *Cabot* and *Chimo* are sideport-loading vessels, as is the *William Carson*, and cargo is handled in unit-load and palletized form.
Service for LCL cargoes is also available through Clarke's local terminals in Montreal, Toronto, Hamilton and Kitchener.

The service did not last long, however, as the William Carson was holed in ice on one of her first voyages in 1977, sinking on June 3 with a full cargo off the coast of Labrador. The ships 109 crew and 29 passengers all got away safely.

Another marine casualty that year was the former CTMA coaster Brion. Now owned by Verreault Navigation, she went aground near Kegashka on the Lower North Shore on August 4, becoming a total loss. What remains of her wreck, a remnant of her bow, has since become a local attraction.

Life On Board

In October 1976, "Clarke News" carried a story headed "The Men of the Cabot" that gave a little background to some of the men who crewed Clarke ships:

A ship operates 24 hours a day. As with all vehicles in the transportation industry, she represents a major investment: idle time means lost revenues. Between Montreal and St John's, the crew members of the Cabot and the Chimo must be on constant alert... apart from the 24 hour a day navigation, they must monitor other ships, fishing boats, icebergs, for and numerous other potentially dangerous elements.

Unremittent vigilance is required on the part of the captain, who is never relieved of his responsibility for the entire ship, her crew and cargo during a trip. In the heavy fog conditions so prevalent on the Gulf of St Lawrence, he will often spend sixteen hours or more in the wheelhouse. He must be aware of everything that happens on board, and is ultimately responsible for any action taken. Only the captain handles procedures for the departure and the docking of the ship.

Captain Léo Chouinard of the Cabot has sailed with almost all the Clarke ships since he joined the company in 1941 as a sailor. He spent twelve years as a first officer before becoming captain of the Novaport in 1960. The North Shore in his bones, Capt Chouinard sailed as captain of the Jean Brillant and made regular weekly stops at 32 ports along the shore between 1964 and 1969. No one knows the coast and the vagaries of its weather better...

Alphonse Roussel, the Cabot's chief engineer, has spent thirty years with Clarke and knows the highly complex mechanical systems of the Cabot intimately. In addition to supervising three engineers, three
oilers and sometime in port, a group of outside mechanics, Mr Roussel must keep detailed records on each major part of the ship's engine in a "progressive survey" log, which records the lifespan of individual parts, when they are repaired and changed...

Donald Poirier is a young wheelsman who is aiming at a career at sea. From Cornwall, Ontario, Donald started as a watch keeper and now, as wheelsman, has passed three exams towards his officer's papers. He needs one more exam before receiving his third officer's papers. Jacques Lévesque is also a wheelsman who worked on the North Voyageur ... both wheelsmen use all their spare time for studying.

The three officers or "mates" often interchange positions. All work one return trip weekly for seven weeks, with three weeks off. If properly qualified, a third officer can act as second officer on some trips. The functions of third and second officer are similar and are spelled out in a framed memo in the wheelhouse "crank the chronometer, keep track of trip miles, monitor the gyrocompass, the charts, keep up the log book, keep chief engineer aware of distances and exact speed of ship."

The first officer or "first mate" is responsible for overall ship's maintenance and is in charge of all unloading and loading procedures in addition to the same duties as the other two officers.

Georges Côté, expressive and articulate, holds second officer papers, although he sometimes operates as third officer. Georges is a young man who knows exactly where he is going and why. He is well educated in several fields, but has enormous respect for those who gained their knowledge of the sea and ships through first hand experience...

Fernand Hovington, a qualified officer, is a second generation Clarke employee. His father was Jos Hovington of the North Shore. Fernand Hovington has been at sea since 1940 and has some tall tales to tell, but in the way of most sailors is extremely reticent. He explained that the three officers work a four hour shift twice in a 24 hour period; so that whoever works the pleasant afternoon 12 to 4 also works the graveyard shift 12 to 4.

Jean-Paul Côté, chief cook, prepares seventy meals a day. Jean-Paul has worked on a number of Clarke ships for the past twenty-two years, including the old Rivière-du-Loup. I can personally attest to the quality of his caramel cake, not to mention his homemade soup and sauces. Food on board ship is hearty and I was surprised at the variety offered with every meal. Ronald Perron, assistant chef, prepares all the homemade pastry. Jean-Paul is responsible for ordering all food and cooking ingredients, which are purchased when the Cabot is in port.
Many crew on Clarke ships had been with the company for twenty-five years or more and, as it had been since the company was founded, they were all French-speaking. Each crew member had his own cabin and each had pastime as well.

**Flagship Cruises**

On the agency side, Clarke Tours & Cruises had now become Canadian sales agents for Flagship Cruises. Between 1976 and 1978, Flagship sent the *Kungsholm* on several 11- to 14-day cruises from New York to Bermuda and the St Lawrence, calling at Quebec, Montreal, the Saguenay River and Bar Harbor, Maine. Flagship, which had started in the New York-Bermuda trade in 1970, was owned by Oslo-based Oivind Lorentzen and had acquired this beautiful ship from Swedish American Line in 1975.

At 660 feet overall length, the *Kungsholm* became the longest passenger ship to visit Montreal when she did so for the first time in October 1977, with 470 passengers who had boarded in New York. After leaving Montreal, she sailed on to Quebec, the Saguenay River and Bermuda. The *Kungsholm* had first cruised into the Saguenay in 1967, with the Swedish American Line. But then she had sailed only as far as Quebec, which followed long-standing Quebec Steamship and Furness Withy St Lawrence practice until the *Ocean Monarch*.

The first time Clarke had been involved with St Lawrence cruises from New York had been with its own *North Star* in 1939 and by now they had also represented Zim's *Shalom* in 1967 and Moore-McCormack's *Argentina* at Montreal. The *Kungsholm*'s itineraries closely followed those of the *Ocean Monarch*, including the calls at both Montreal and Bermuda.

Flagship offered interesting cruise itineraries, but Clarke would represent them for only three seasons as, in August 1978, Flagship accepted an offer from P&O Cruises to purchase the *Kungsholm*. P&O had already bought two of Flagship's earlier ships, and with the sale of the *Kungsholm* came an end to the line's cruising activities.

**The St Lawrence Railcar Ferry**

Back in the Lower St Lawrence, while Matane had won the fight for the railcar ferry service, more delays slowed her entry into service. While the ship was languishing on the West Coast, another report appeared in "The Globe & Mail" on November 4, 1976, headed "CN to get ferry built for CP Rail": -

Ownership of the railcar ferry *Incan St-Laurent*, built for CP Rail at a
cost of $6.8 million, will pass to Canadian National Railways in January 1977.

CN bought the vessel last year, intending her for the traffic she was designed for - rail movements in and out of the St Lawrence North Shore communities - but supporting developments have been delayed.

A planned railcar ferry service between, initially, the end of CN's line at Matane, Que, and Baie Comeau, scheduled for spring 1977 start-up, has been delayed to at least September of next year because of delays in constructing the necessary ramps at the two ports.

As a result CN has advertised the Incan St-Laurent as available for charter until the end of next summer... The vessel is berthed at Vancouver, where she has been sitting unused for a year...

CN is realistic about her interim prospects: "We realize that this is a very specialized ship and Incan ... did not charter her last summer."

It is ironic that the St-Laurent is the very ship intended by Incan for a similar service between Baie Comeau and Quebec City that lost out for what must be termed political reasons.

This process had now dragged on for so long that even the newspaper headlines reflected the uncertainty, as in a report in "The Globe & Mail" that followed exactly nine months later, on August 4, 1977. It started with the title "St Lawrence service may start this year": -

The $40 million project for a shipping link between Quebec's South Shore and the North Shore across the lower St Lawrence River will probably start up shortly after Dec 1...

The vessel to be used for the year-round river crossings is the former Incan St-Laurent, designed for just such a service. The ice-strengthened 31-railcar capacity carried has been renamed Georges Alexandre Lebel after a Matane notary who was a prime mover in forming Cogema.

The 7,907-ton Incan St-Laurent finally arrived at Matane on November 2, 1977, after a 22-day voyage from the West Coast, and took her new name. She went into service on January 31, 1978, four years after Incan had first announced its plans and the order for a new ship - then to connect with a different railway. While it had been a long time coming, at least it meant that some of its competitors had got a stay of execution.

The shipping company that was most affected by the new railcar ferry, Quebec & Ontario Transportation, had now been converted to a separate profit centre. But only six months before the new railcar ferry was due to
come into service, Q&O acquired the 5,343-ton *Baie Comeau II*, a four-year-old vessel with a capacity of 7,475 tons, to carry newsprint from Baie Comeau to New York. She was registered in Canada and left Baie Comeau for the first time on June 18, 1977, carrying tonnage that had been intended for the St Lawrence railcar ferry, and which had up to now been carried by chartered vessels.

Even without newsprint, Q&O had developed a base of outside cargoes such as grain, coke and iron ore that would see it through seven more years before the company was eventually sold to the Desgagnés Group in 1984. Other shipping companies would be affected much sooner.

**Chimo Container Service**

In 1977, having seen the possibility of operating a competitive service on the Montreal-St John's run, Chimo Shipping opened a new division known as Chimo Container Service, and converted the *Sir John Crosbie* to carry 62 TEU. Former Clarke executive Gilles Champagne headed up the new container line.

The one-ship service was successful enough in its first year that Chimo was soon looking for a larger ship. As opposed to the previous Newfoundland & Ontario effort that had used conventional ships, Chimo's container service caught on more quickly.

Once they had decided to mount a competitive service against Newfoundland Steamships Ltd (NSL), the Crosbies had to sell their minority interest in that company, as they had agreed when they originally acquired the shares.

**Another Attempt at a New Ship**

In 1977, Federal Commerce put its 16,380-ton *Laurentian Forest* on the market and negotiations began for the purchase or charter of that ship. An Ice Class 1 ramp-loading 20,600-deadweight vehicle and newsprint carrier, she had been built by Port Weller Dry Docks in 1972. German & Milne worked on the installation of a new angle stern ramp and side elevators, although with dimensions of 682 by 75 feet the ship was rather long for the St John's finger pier. With a purchase cost of about $18 million and $12 million for conversion, this option came in at about the same cost as building abroad, but would have provided a new ship a year earlier than a newbuilding.

Although both the build abroad and the purchase and convert options came in at about the same cost, neither went ahead. Too many complications over competition, subsidies, government negotiations and modifications to
the dock facility at St John's worked against the project. But the factor that really kept the new ship from entering service was the required level of subsidy. At about $25 a ton, this was far more than the $10 to $15 a ton that applied under the existing contract that ran from April 1, 1973 to March 31, 1986.

Thus the Newfoundland service again carried on as it had, at least for now. The *Cabot*, *Chimo* and *Fort St Louis* continued in service while both real and potential competitors tried to come up with ideas of their own or to convince Ottawa that they too were worthy of a subsidy. Meanwhile, the Federal Government continued to pour about $125 million a year into subsidizing Canadian National's Newfoundland deficit.

Another Clarke project to start a new ro-ro container service between Halifax, Charlottetown and St John's with an 82-trailer newbuilding got support in both Newfoundland and Prince Edward Island, which now lacked a direct shipping service. However, it too became complicated when Clarke sought loan guarantees from all three provinces plus participation from Ottawa, and the project soon fell away.

Meanwhile, competition continued to get stronger over the next few years and the Clarke services would have to evolve to meet these threats.

**Clarke Transport Canada Inc**

By the late 1970s Clarke's shipping businesses consisted of Newfoundland Steamships, operating three ships to Newfoundland, a single-ship service to the North Shore by Clarke Steamship and the ferry operations at Rivière-du-Loup and Tadoussac. The subsidized services to the Lower North Shore had ended with the 1969 season and to the Magdalen Islands at the end of 1970. The company had sold its share in Dart in 1973, terminated its northern services in 1974 and downsized its shipping agency activity in 1976.

Road transport and pool car operations, together with the Halterm terminal operation at Halifax, had begun to occupy more of its time, with its shipping operations now concentrated around Newfoundland, and the ferries operated under contract with the Quebec Government.

Just as the accession of Newfoundland to Confederation had led to many shipping lines trying to enter the business, the prospect of offshore oil and gas exploration in the 1970s had also led others to start new shipping services to Newfoundland, and, as we shall see, more competition was soon to follow.

In 1978, Clarke changed its name to Clarke Transport Canada Inc, a style that had the same meaning in both English and French and could thus
be used more easily throughout the company and the land. This was pure housekeeping, however, and there was no fanfare about it. Other than changing a few letters in the company name, the Clarke wordmark was retained, the ship's colours and houseflag remained the same, and the new name was quietly adopted as new advertisements ran, stationery was ordered and trailers and signs were repainted.

Meanwhile the Chimo got involved in a fracas that spring when Fednav's 19,644-ton Atlantic trader Federal Thames ran into her in a snow storm on April 1, 1978, about twenty miles upstream from Quebec, off Batiscan. The Chimo was able to continue to St John's, where she was surveyed afloat. Although slightly damaged, her repairs were deferred and no dry docking was required. The Fednav ship, however, on a voyage from Matanzas, Cuba, to Montreal, found herself aground after the incident and 1,400 tons of sugar had to be removed from her holds before she could be refloated three days later to be taken to Trois Rivières for inspection.

The "Lady M A Crosbie"

Having generated enough container business to fill the Sir John Crosbie, Chimo Container Service found a much larger ship to replace her in 1978. The 3,984-ton Ice Class 1 container ship Cortes was taken on bareboat from the United Baltic Corporation Ltd of London and registered in Canada as the Lady M A Crosbie. "The Globe & Mail" duly reported on June 8, 1978, a week after her first departure from Montreal:

Chimo Shipping Ltd of Montreal has introduced another container ship on its service between St John's and Quebec and Ontario.

The 4,826-ton-deadweight Lady M A Crosbie, Chimo's first fully cellularized container ship, will complete the round trip every eight days, according to a company spokesman.

The ice-strengthened vessel has a capacity of 216 containers (20-foot equivalent units), providing a potential annual freight delivery to St John's of 130,000 tons.

The Lady M A Crosbie had been built in 1965 by the Doxford & Sunderland Shipbuilding & Engineering Co Ltd at Sunderland as the short-sea trader Baltic Vanguard, and converted into the container ship Cortes in 1977. As rebuilt, she had dimensions of 390 feet overall by 49 feet and a deadweight of 4,825 tons. Power was supplied by a single MAN diesel giving her a speed of 14½ knots. The ship's namesake was Lady Mitchie Anne Crosbie, who had been Sir John Crosbie's wife.
Federal Commerce & Navigation Co Ltd of Montreal is to join the increasingly competitive battle for a share of the 1.8 million ton annual Newfoundland freight market.

The company is to solicit trailer traffic for an expansion of its existing roll-on, roll-off shipping service operated between Dartmouth, NS, and St John's.

Dennis Murphy, manager of Fedcom's Nova Scotia operations has confirmed that the company is to introduce a second vessel and offer space to the trucking industry for a three-times a week 40-hour service between the two ports.

Until now, Fedcom's single-ship service has been limited to the carriage of North American automobiles under a contract from Canadian National Railways. The existing Canadian-registered ship, Federal Avalon, will continue in operation but it will be joined Oct 23 by a sister ship, recently expanded from 300 to 385 feet. The new ship, being named Federal Humber, will have a capacity of up to 40 trailers and 200 cars. Both vessels will carry a mix of the two types of vehicles...

Mr Murphy said his company is not interested in receiving a subsidy for the new service. "If we hadn't thought it was commercially viable, we wouldn't have gone into it."

By December, the "Signals from St John's" column in "Seaports & the Shipping World" was giving additional news: -

Since November 13, two vessels operated by Federal Commerce & Navigation Ltd, the Federal Avalon and Federal Humber, have been hauling express trailers and an initial five intermodal piggyback trailers to St John's each week.

Federal Commerce & Navigation operated only one vessel, the Federal Avalon, into St John's but the local trade became too great for one ship and a second one was put on the route.

However, the second vessel was operating on partial capacity and the company wanted to sell the unused space. CN Express made them an...
offer to transport the trailers claiming the service was more attractive than the use of trucking.

Fednav had acquired the 1,592-ton Federal Humber, at the same time as it had purchased the Federal Avalon in 1974, but she had been lengthened for charter operations in the other markets, first as the Federal Byblos, and then as the Federal Tyne (ii).

Clarke Steamship Closes its North Shore Service

Back on the river, 1978 would be the last season for Clarke Steamship's operation to the North Shore. This line had been maintained every summer since 1921, when the first North Shore entered service, and year-round for exactly fifty years, since the Sable I opened the winter service in 1928-29.

The steps had come slowly, but come they did. The second North Shore had made the last passenger sailing in 1961, the North Pioneer had continued as a mixed cargo and passenger ship until 1966 and the third North Voyageur, the last company-owned vessel in this trade, had been sold in 1970. The line had managed to continue for a dozen years after 1966 as a cargo-only operation by using chartered ships after the sale of the North Voyageur. But now, as company trucks hauled freight overnight to Sept-Iles and the North Shore and rail service came in from Matane, it was finally the end for this long-standing coastal service.

The news came in two stages, the first of which was the suspension of the winter service, which the company announced in a letter dated November 17, 1978:

This is to inform you that Clarke Steamship Ltd will interrupt its regular steamship service between Montreal and Sept-Iles, Que, for the coming winter season, namely during the months of January, February and March 1979.

Cargo space being unavailable on board the m.v. Fort St Louis during the winter season and due to the unavailability of a suitable replacement vessel that could provide a viable service, we have no alternative but to suspend the operation and close our Sept-Iles terminal for these months.

The last shipments to be transported ... via Clarke Steamship Ltd to Sept-Iles must be delivered to our Montreal terminal prior to December 12, and to our Toronto terminal prior to December 5.

Clients might have expected a resumption in the spring, but this never occurred. On March 20, 1979, another letter announced the closing of the
On November 17, 1978, we wrote a letter advising all our customers that Clarke Steamship Ltd was suspending its regular steamship service between Montreal and Sept-Iles for the winter season.

Unfortunately, we must advise you that Clarke Steamship Ltd will not resume its regular operations to Sept-Iles.

We carried out studies on our operating costs and on road transport expansion, and came to the conclusion that no alternative was left but to close our steamship service to Sept-Iles.

We would, nevertheless, like to remind you that our Road Transport Division, Clarke Transport Routier Ltée, continues to maintain its regular trucking service between Montreal and Sept-Iles, and they will be pleased to handle your shipments.

Although it was sad to see the end of such a long-standing service, this news came as no surprise. Given the gradual arrival to the North Shore of airline, highway and car ferry services and now, a direct rail ferry link, the cargo left for coastal shipping had become more and more marginal. It now consisted mostly of low value commodities and outsized items whose carriage was difficult to support without an accompanying flow of higher value general cargo as well.

This was the last time the name Clarke Steamship was used, as the charter on Harveys Coudres-de-l’Ile, which Clarke had been using for its North Shore service, was not renewed for 1979. Clarke Steamship Ltd became a dormant company, although on April 8, 1982, it would become Clarke Steamship Inc, and Clarke Maritime Inc in French. This company would hold its last annual meeting on June 13, 1984, and finally be dissolved on September 20, 1985.

The Harveys, meanwhile, being left without employment for their most important asset, decided to maintain the Coudres-de-l’Ile on the Montreal-Sept-Iles run for its own account, which it did under the name of Navigation Ile-aux-Coudres. While keeping the Coudres-de-l’Ile on the Sept-Iles run, Navigation Ile-aux-Coudres decided to sell the Cap-de-l’Ile to interests in Belize in 1980.

Elsewhere, Logistec Navigation Inc, as Agence Maritime was now known, continued its North Shore services from both Montreal and Rimouski, although its ships also saw service elsewhere. The Fort Ramezay, for example, was chartered to Desgagnés towards the end of 1979 and also made a voyage into the Great Lakes. And the Fort Lauzon made occasional voyages into the Arctic.
Fednav Truck Ferry A Success

In the same month that the old Clarke Steamship route was officially closed "Seaports & the Shipping World" confirmed the success of the new two-ship Halifax-St John's ro-ro service in its "Signals from St John's" column in March 1979: -

There has been an excellent response to a ro-ro service for trucks between Halifax, Nova Scotia, and St John's, Newfoundland.

The service, which began late last year, is operated by Federal Commerce & Navigation Ltd...

Last year, it became necessary to supplement the service with an extra ship and the Federal Tyne was renamed Federal Humber and put on the run. This created extra carrying capacity which was offered to truckers who responded beyond all expectations.

In addition to 200 cars the Federal Humber can take 26 trailers. She can handle temperature controlled units through an electrical system which includes the services of an onboard mechanic who attends to the operation of temperature controlled trailers while the ship is en route...

The two-vessel service operates three times each week with departures from Halifax on Mondays, Wednesdays and Saturdays. The run to St John's takes approximately 42 hours.

The pair indeed proved so popular that they would soon be replaced by a single larger ship, something that would give the service better economies of scale.

Newfoundland Container Lines

The Fednav service was not the only one on this run, however. The April 1979 issue of "Seaports & the Shipping World" carried a story on the 1,482-ton Newfoundland Container in its "Signals from St John's." This ship was a former British short sea container vessel that A Harvey & Co had acquired to run between Halifax and St John's as a feeder ship for the large container ships calling at Halterm: -

The motor vessel Newfoundland Container has maintained a weekly schedule between St John's and Halifax for two years and recently completed her one hundredth voyage between these two ports.

Beginning her service in late February 1977, the Newfoundland Container provided the first all-container service between St John's
and the Canadian mainland.

A wholly-owned subsidiary of A Harvey & Co Ltd of St John's, the service provides door-to-door delivery of practically all types of goods and transports fish products to Halifax each week for transhipment to overseas markets...

Cargoes bound for Canadian or international destinations are all trans-shipped at Halifax either to Maritime carriers with whom NCL had agreements or to a deep sea container ship line with regular calls at the Nova Scotia port.

The ship carries up to 1,800 tons of freight in 100 TEUs (twenty foot containers or equivalent)...

While outgoing cargo consists mainly of fish including dried, fresh frozen, pickled and salted products, it also includes other local products such as a recent shipment of pulpwood from the St John's factory of Newfoundland Hardwoods Limited...

With connections in all directions the vessel's cargo can include potatoes from Prince Edward island, hardware from Halifax or even wine from France.

The ship is under the command of Capt Ernest Kean and carries a crew of 15.

How little the traditional cargo mix to and from Newfoundland had changed. Even the name Kean harks back to another Capt Kean, master of the Ocean Monarch in 1951, and to one before that who had taken the Sable I to the seal hunt in 1917 when she was still new and owned by Farquhar. Meanwhile, A Harvey & Co, after so many years as agents in St John's, were now back in the shipowning business, and Newfoundland Canada Steamships were also back, as the new line's agent in Halifax.

**Twenty Years as President**

Because Clarke was a privately-owned company, there was very little reporting on its financial performance, but an article appeared in "The Montreal Star" on April 23, 1979, that gives us some insight into Stanley Clarke's thinking after 20 years as company president: -

The company's associated and subsidiary firms - some purchased and some founded by Clarke - are involved in marine and trucking transportation, railway pool car operations and international services.

Mr Clarke, a disciplined executive whose character obviously was
influenced by an early military career, looks at the transportation business as a stream of continuous technological change.

"Improvements are being made every day in this highly competitive industry. It is very important for transportation companies to keep abreast of these changes. And costs must be kept in line, while at the same time giving the public the best transportation possible."

There is a lot of competition from other trucking companies, said Mr Clarke, and "everywhere you turn it's competition - with large numbers of trucking firms, pool car operators, shipping organizations, and the railways."

Assuming a relaxed philosophical pose in his tidy office, Mr Clarke leaned back in his chair and observed:

"It's been a very interesting career, with something new happening all the time. This job certainly keeps you from getting bored."

Later in the article there was at least some comment on turnover:

Clarke Transport does about $75 million worth of business a year. Its staff totals 2,000 of which 900 are in Quebec, including 250 at the head office.

Only 20 per cent of the company's business is in Quebec, the remainder is interprovincial and international.

In addition to Texaco Canada, Stanley had by now been named a director of Quebecair, Continental Bank of Canada and Marine Industries in addition to his various Clarke directorships, and had also received the honour of being named Canada's "Transportation Man of the Year" in 1979.

The "Federal Nova"

Meanwhile, from the East Coast, "Seaports & the Shipping World" was now carrying regular updates on the Newfoundland shipping trade. Yet another report, this time in the March 1980 "Signals from St John's" column reported on the introduction of another new ship, the 3,809-ton Federal Nova:

The Federal Nova, a new automobile and tractor-trailer carrier, arrived in St John's January 27 on its maiden voyage to the port.

The 432-foot vessel, owned by Federal Commerce & Navigation Ltd, replaced two older ships, the Federal Avalon and Federal Humber, on runs from Halifax, Nova Scotia, to St John's
The vessel will make two trips to St John's from Halifax each week, discharging cargo on Sundays and Thursdays.

Federal Commerce & Navigation Ltd has been operating the Halifax-St John’s run for about six years carrying automobiles but last year the company decided to transport tractor-trailers.

Branching out into tractor-trailers necessitated a switch to a bigger boat, especially since there has been considerable growth in that area during the past year or so...

With a sea speed of 19 knots the ship has improved scheduled steaming time to about 33 hours between the ports.

Last year, Federal Commerce & Navigation Ltd vessels carried more than 12,000 of the 16,000 automobiles destined for places on the Avalon and Burin Peninsulas. The ships also carried almost half the 5,000 tractor-trailers destined for St John's and other areas of the Avalon Peninsula.

The Federal Nova in turn was replaced by the 11,923-ton Cavallo in January 1981. While the general cargo shipping market was winding down in Quebec, shipping to Newfoundland was starting to develop again, from both Halifax and Montreal. But there would still be problems ahead.

**Commentary on Coastal Shipping**

"Seaports & the Shipping World" carried an article by Wilbrod Leclerc in its July 1980 edition that, under the title "Coastal Shipping on the East Coast," outlined the changes that were then taking place:

East Coast shipping territory can be considered to be the Atlantic Coast and Gulf of St Lawrence...

Road development on the Quebec North Shore and in Newfoundland in recent decades has spelled the end of cabotage. As long as ports were isolated from surface transport, they depended on cabotage for transport of both people and goods. But as soon as a port is linked to the main road system, even on the island of Newfoundland, most of the traffic starts to move by road rather than water. It seems that cabotage cannot meet road competition without subsidy.

Traffic losses in water transportation on the North Shore of the St Lawrence and in Newfoundland have been large. Water transportation survives only where islands have to be linked between them or with the mainland or when large volumes of bulk commodities have to be
moved. There is no real competition between land and cabotage. Trucks and rail leave to water what they do not want (low-value products) and traffic between points where there is no land connection.

What is left to water haulage can be divided into two main parts: government operation through CN Marine and private operations. Both are subsidized by the federal or provincial governments.

CN Marine now has a contract with the Federal Government. The CN operates ferries and coastal services in return for an incentive-based profit. Subsidies amounted to 86% of total cost last year, that is, revenues or user-charges covered only 14% of costs.

Of the two package freight private operators between Montreal and Newfoundland, one is subsidized on a per ton basis. The other, a container service, is not subsidized.

Over the last decade, some significant shifts in federal policy have taken place. In essence, the central government decided that it would pull out completely from the subsidization of operations within a province, for instance, between Montreal and Quebec North Shore ports or between the South and North Shore of the St Lawrence. Provincial autonomy considerations encouraged Quebec to accept the proposals and Ottawa paid an amount equal to all future subsidies that it would have had to pay if it had retained responsibility for the services...

Another important factor in the past was wage rates. When Newfoundland joined the Confederation in 1949, the rail, ferry and coastal services were taken over by the Federal Government and turned over to Canadian National for operation. As all of the Newfoundland employees became employees of Canadian National they were given salaries at national rates, which were much higher than their previous salaries and much higher than the salaries paid by competing transporters. This was one of the reasons for the high level of subsidies paid to CN for its operations.

On the other hand, rates were kept down to the 1949 level leaving the extra costs to be picked up by the Federal Government. This made competition by private operators nearly impossible unless it was just as heavily subsidized by the Federal Government.

Although Leclerc did not mention the two private operators now running services from Halifax, the wish of the federal government to withdraw from subsidizing coastal shipping was now quite clear.

Historically, this background could indicate why Newfoundland Railway
Steamships had stopped its service from Montreal and handed it over to Blue Peter Steamships. And apart from seasonal considerations, it probably also explains why Canadian National had chartered so many private coasters, not only from Newfoundland owners but also from Nova Scotia and Quebec, to carry Newfoundland cargoes in the 1950s and 1960s. They were undoubtedly less expensive than its own ships. But even in this regard it is worth noting that whenever a coaster owner with a ship engaged in the Newfoundland trade approached Clarke for a charter, Clarke's inevitable first response was to say that it was not able to pay the same level of charter hire that Canadian National did.

In terms of the future, it indicated that people were beginning to wonder how and even whether the trade to Newfoundland would continue to be subsidized.

**Chimo Adds a Second Container Ship**

Meanwhile, in 1980, Chimo Shipping announced plans to convert an even larger vessel, the Arctic re-supply ship *A C Crosbie*, to a container ship of 310 TEU capacity and put her into service alongside the *Lady M A Crosbie* that October. The *A C Crosbie* had dimensions of 403 feet overall by 62 feet and a deadweight of 9,790 tons. Powered by a Crossley-Pielstick diesel engine, she had a speed of 15 knots.

The *A C Crosbie* had been completed in 1972 by Robb Caledon Shipbuilders Ltd of Dundee as the newsprint carrier *Ida Lundrigan* for Common Brothers Ltd of Newcastle, and had been acquired by Chimo Shipping in 1976 for use in its Arctic re-supply operations after the Chimo-Clarke agreement ended. This business had been diminishing for Chimo and in 1980 was down to just the *Chesley A Crosbie* and one chartered vessel. Prior to joining Chimo Container Service, she had spent her winters carrying paper and steel in the North and South Atlantic.

**Dart Deserts Halifax For Montreal**

Although Clarke had sold its share in Dart Containerline in 1973 and Dart had formed its own Canadian agency subsidiary in 1976, the line was still a substantial customer of Halterm's. Dart meanwhile became a jointly-owned subsidiary of CMB and the Tung Group in 1980 when Bibby Line also sold its share. Then in 1981, yet another change took place when CP Ships of London bought a one-third share of Dart Containerline's US-Europe service, together with CMB and Tung.

At the same time, in Canada a new and separate operation known as the St Lawrence Co-ordinated Service (SLCS) opened a direct container service between Montreal and Europe, dropping the previous calls at Halifax.
and at Halterm. Such were the vagaries of the North Atlantic container business that the terminal that Clarke had built had now been abandoned by the container line that it had helped to form. While Halterm had been able to count on Dart's business for a dozen years, the unthinkable had happened and it was now out on its own.

The SLCS was made up of three independent members, each marketing its own services. CP Ships purchased the Dart Atlantic and renamed her CP Ambassador (ii). Manchester Liners, now a Tung subsidiary, acquired the Dart America and renamed her Manchester Challenge (ii). As the Manchester Challenge, the former Dart America made her first call at Montreal on October 21, 1981. And CMB carried on with its original ship, the Dart Europe, renamed CMB Europe in 1984. The 26,051-ton Tung-owned Dart Canada was then chartered jointly and renamed Canadian Explorer to make a four-ship service.

Ironically, of the original Dart trio, the Dart America had left Canadian ownership in 1973, only to see her sister ship Dart Atlantic come into Canadian ownership in 1981 as the CP Ambassador.

With the formation of SLCS, the Canadian agency, Dart Containerline Ltd, changed its name to Dartcan Inc to avoid confusion with the Dart US-Europe service. Dartcan became a wholly-owned subsidiary of CMB until its merger late in 1983 into Canada Maritime, a joint venture of CP Ships and CMB, control of which later passed completely to CP Ships. Their two ships were renamed Canmar Ambassador and Canmar Europe. Also in 1983, the Tung Group took over the Dart US service, while Manchester Liners carried on its Canadian service. Both Tung's North Atlantic services would later operate as OOCL.

Halterm was going to have to do some quick legwork to replace this business, but once CP Ships, with its connection to the Canadian Pacific rail system, had become involved it was clear they would not stay at Halifax, where the only rail connection was Canadian National.