CHAPTER 10

THE QUEBEC NORTH SHORE, NEWFOUNDLAND AND CHARTERING

While the 1950s would bring an economic boom to the Quebec North Shore, the fleet now serving this coast consisted of the North Shore, North Pioneer and North Coaster, and the North Gaspé by winter. Clarke was well placed to participate in this growth. Equally, with Newfoundland having become part of Canada in 1949, the Gulfport and Novaport formed the core of the company’s service to Canada’s tenth province. But Clarke ships alone would not be able to satisfy the demand.

Clarke ships had always carried both passengers and cargo, but the latter was now becoming increasingly more important. In addition to general cargo, project cargo would flow to the mining and power developments springing up in Quebec and Labrador and consumer traffic would grow to Newfoundland, while backhaul cargoes would be loaded for delivery to Port Alfred, Quebec, Trois-Rivières and Montreal. To serve these markets, more ships would soon have to be chartered in to supplement the core fleet.
While the late 1940s had often seen Clarke chartering its ships to others, the 1950s would turn out to be Clarke's biggest period by far for chartering ships from other owners. From early days the company had been active in chartering vessels as required for its various scheduled and non-scheduled services. These ships were normally paid for on the basis of a negotiated amount of charter hire per day, called time charter, although there were occasions when the company would engage ships for a lump sum for delivery of a certain cargo on a voyage charter.

The first Clarke charters were the wooden-hulled A Tremblay, which it ran to the Gaspé coast, and the Government steamer Aranmore, taken on within months of the company's formation to fill in for a fire-damaged North Shore. Clarke had also chartered the Sable I before eventually buying the company that owned her. And when the first North Shore went aground in 1933, it chartered the Anticosti Shipping Co's Fleurus to run to the North Shore for the remainder of the season.

In the 1930s, Clarke began to charter a number of auxiliary motor schooners, or goélettes. These included the Père Arnaud, which, starting in 1936, it had used in its North Shore service as far as Blanc-Sablon, and Desgagnés' Mont-St-Joseph, which it advertised to the North Shore as Baie Comeau was being developed in 1937. Local owners had met in Quebec in 1936 to form the Sailing and Motorship Owners Association, chiefly to give themselves more voice with government. Changing its name to the St Lawrence Shipowners Association in 1950, all the important goélette owners eventually became members. But as each owner negotiated charters individually, the Association never developed any commercial role.

Clarke had also chartered a number of canallers. First among these was the Winona, which had worked together with the New Northland to St John's in the autumn of 1934. And when the passenger-only North Star replaced the Gaspesia to Prince Edward Island and the Maritimes in 1938, first the Keystate and Trevisa and then the Birchton, Cedarton and Oakton had been chartered in to handle the cargo requirement. Since the war, canallers had also been used to offer the first Newfoundland sailings from Montreal each spring as Clarke ships that had been south for the winter made their way back to the St Lawrence.

Chartering activity would expand so greatly in the 1950s that it would come to include many conventional coasters, from both British and Canadian owners. These vessels were used mainly, although not exclusively, for service to Newfoundland. Varying in arrangement, many were typically British, with bridge amidships and engine aft. Others had midships superstructures, while most of the Canadian vessels, both conversions and newly-built, had aft superstructures. Although canallers were mainly steamships, the majority of the coasters were motorships.
But although cargo was becoming more important as more ships were chartered to carry the trade, Clarke continued to carry passengers, not only providing the only means of transport to many of the ports it served, but also carrying tourists on its "Vagabond Cruises." While there were no more cruises to the West Indies after 1950, these summer cruises to the Gulf of St Lawrence were still very popular.

**Gulf of St Lawrence Cruising**

Even without its former cruise ships, Clarke still offered an interesting choice of 6- to 15-day cruises, with sailings to the North Shore, Gaspé and the Magdalens, as well as Newfoundland. And, as an indication of Newfoundland's increasing importance, it was no longer served by ships sailing via St Lawrence River ports, but direct.

Clarke ships now provided 194 berths for passengers. Compared to the 642 berths offered in the *North Star, New Northland, Gaspesia, North Gaspé* and *Sable I* (510 in the *North Star* and *New Northland* alone) before the war, this was 30 per cent of that level. Nevertheless, as the *North Shore* sailed weekly, the actual number of berths on offer was more like 40 per cent of pre-war levels. Although the bigger cruise ships were gone, Clarke was still offering cruises where many of the pre-war companies had never returned to the scene.

The Clarke cruising tradition continued in a different, more rustic fashion, however. There were no more de luxe cruises, but the vagabond cruises had survived. A new edition of Leo Cox's "The Golden North" was printed in 1947 and it would be updated again in 1957. "Clarke cruise ships" became "Clarke freight ships," but the narrative was the same, just slightly revised where appropriate. The flavour of the 1950s cruise experience is best summed up in one of the company's "Vagabond Cruises" brochures:

A "Vagabond" summer cruise on a Clarke ship along the scenic, historic coasts of the Gulf of St Lawrence affords one of the finest holidays available anywhere in North America. These voyages on leisurely passenger-freighters enable you to visit in easy-going comfort many remote ports ranging from ultra-modern paper-mill towns and ore-ports to primitive fishing settlements. You enjoy greater variety of interest ashore, opportunity for complete relaxation afloat, and a panorama of unsurpassed scenery. The high Clarke Line standard of cuisine and steward service, as well as a delightful informal atmosphere aboard ship, round out a perfect vacation adventure.

Clarke ships no longer called regularly at Pictou, Bonne Bay, St Anthony, Forteau Bay and Battle Harbour, but passengers travelling in its freighters now called at new St John's, Halifax, Sydney, Dingwall, St Lawrence and Port Alfred. Meanwhile, the traditional services to the North
Shore, Gaspé, the Magdalen Islands and Corner Brook carried on as before, but with new ships.

A "Vagabond Cruises" brochure appeared every spring, giving sailing dates and itineraries for the coming season. At first it was printed in 10,000 copies, the same number as the "Vagabond Cruises" brochure for 1941. But circulation eventually increased as these cruises came into demand.

**Canadian National's "Lady Boats"**

Canadian National Steamships had changed its services after the war by consolidating its sailings at Montreal. The two surviving "Lady Boats," *Lady Nelson* and *Lady Rodney*, now left Montreal for Bermuda, the Islands and Guyana, on the route that before the war had originated in Halifax. Round trip fares for the five-week voyage started at $639, not including hotel in Georgetown. As before the war, the "Lady Boats" sailed from Shed 12 or Shed 14 at the foot of Bonsecours Market, two piers west of the Clarke dock at Victoria Pier. To maintain its frequency, CN had also commissioned three 12-passenger motorships in 1946 to replace the "Lady Boats" lost in the war. And with just two "Lady Boats" sailing a longer route, there was now only about one passenger sailing a month.

In 1949, Clarke ships often sailed on the same day as a "Lady Boat" - *North Voyageur* and *Lady Nelson* on June 22, *Island Connector* and *Lady Rodney* on July 22, *North Coaster* and *Lady Nelson* on August 12, *North Gaspé* and *Lady Rodney* on September 12, and *North Coaster* and *Lady Rodney* on November 4. All left Montreal at 3 pm, except for the *North Gaspé*, which sailed at 7:30 pm.

But only twice in 1950 did Clarke ships sail on the same day as a "Lady Boat," with the *North Coaster* and *Lady Rodney* on June 30 and the *North Gaspé* and *Lady Nelson* on September 11. However, with the "Lady Boats" now sailing by morning, they were long gone before the Clarke ships set sail.

**Clarke's 1950s Cruise Capacity**

In 1950, the *North Shore* offered twenty-five cruises to the North Shore and the *North Gaspé* twenty-six to the Gaspé coast. With each ship sailing weekly the number of passages offered was double what it would have been with a fortnightly schedule, but voyage durations were shorter. The *North Coaster*, meanwhile, performed fifteen 12-day "North Coast Cruises" and among them, the *Gulfport, Island Connector* and *Empire Gangway* (soon to be renamed *Novaport*) forty "Newfoundland Cruises." These 107 "Vagabond Cruises" provided 3,750 berths sailing from Montreal.
Within five years, the North Shore and North Gaspé would each be offering thirty cruises to the North Shore and Gaspé, with sixteen "North Coast Cruises" by the North Coaster and twenty-nine "Newfoundland Cruises" by the Gulfport and Novaport. These 105 departures would provide 4,200 cruise berths, 12 per cent more than in 1950. And the "New York Times," in articles with titles such as "Vacation Lands of Eastern Canada," would also note that "the Clarke Company of Montreal operates ships with passenger accommodation to and St. John's." Although cargo traffic was rising, passenger revenue was still important and this was reflected in the number of cruise brochures the company printed, which would rise to 12,000 copies in 1955 and 15,000 by 1956.

Meanwhile, Clarke's 1950 Montreal cargo season was started by two canallers, with Hall Corporation's three-year-old Canadian-built 1,986-ton Southcliffe Hall scheduled to sail to St John's and Paterson Steamships' Hamildoc (ii) to Corner Brook, both on Thursday, April 20.

**Canada Steamship Lines**

Canada Steamship Lines still ran passenger ships from Montreal to the Saguenay but the company's passenger fleet had suffered a series of post-war fires that saw two ships lost in the Great Lakes and would see a third lost in the St Lawrence. The 5,265-ton Great Lakes steamer Hamonic had burnt at Sarnia in 1945 and had to be scrapped. Much worse, its Great Lakes flagship, the Noronic, was destroyed by fire at Toronto on September 17, 1949, with the loss of 118 lives while on a post-season cruise from Detroit to the Thousand Islands. And competing with Canada Steamship Lines across Lake Ontario, the Northumberland, the first of the Florida-Nassau steamers, had also been lost to fire that season when she burned at Port Dalhousie on June 2, without loss of life.

The Noronic disaster resulted in Canada Steamship Lines closing its Great Lakes cruise business. The remaining Toronto-Prescott night boat, Kingston, and the Prescott-Montreal steamer Rapids Prince were retired at the same time. Montreal's Market Basin would no longer see 6 pm arrivals of "Rapids" boats to connect with the Quebec and Saguenay steamers, nor their 1 pm departures for the Lachine Canal. For many years now this had been a one-way service for passengers to shoot the rapids. Since 1928, passengers for Toronto had been taken by train from Montreal to Prescott, while the "Rapids" boat returned empty, thus saving passengers many hours on the long trip through the locks of the old canal system. Two reminders of these days remain. The starboard main engine of the Rapids Prince is now used to train cadets at the Institut Maritime de Rimouski, and the hull of the Rapids Queen is used as a dock at the Queen City Yacht Club on Ward's Island in Toronto.

With Coverdale as president, Canada Steamship Lines had been
planning two new 16-knot passenger ships, one each for the Detroit-Duluth and Toronto-Prescott routes. To be built in the CSL-owned shipyards at Kingston and Collingwood, the first steel had already been delivered to Kingston and engines ordered from Canadian Vickers. With Clarke no longer operating in the Florida cruise market, the ships had also been designed to cruise from Miami by winter. But the first such ship, which would have been named *Kingston* (ii), would have been two big to pass down the old St Lawrence canals. As early as February 6, 1947, a wire story had been filed from Kingston as follows: -

Construction of the s.s. *Kingston* for the Canada Steamship Lines may begin here this spring, if long-ordered steel becomes available, it is announced by T G Bishop, manager of the Canadian Shipbuilding and Engineering plant here.

It had originally been planned to start construction last fall. Now it is hoped that the keel may be laid early this spring, though steel shipments are still problematical.

Designs have gained final approval for the ship, which it is hoped will become the flagship of the CSL. If begun this year, it would be ready for its maiden voyage in 1948.

The *Kingston* will be built along the lines of the s.s. *Tadoussac* but will offer a greater number of luxury cabins. Overall length will be 358 feet, with an extreme breadth of 68 feet. The ship will displace nearly 4,500 tons, and with a passenger capacity of about 500, will cruise at 21 miles per hour.

Each stateroom will be equipped with showers and toilets. Many delux suites will include baths. The horsepower of the oil-burning steam-driven ship will be 7,500.

The *Kingston* will ply the old route between Prescott, Kingston, Toronto and Rochester but has been designed for deepwater operation. Thus, if the St Lawrence Seaway project is realized, she will be able to steam from the most western lake ports to the Atlantic Ocean.

Coverdale died on August 10, 1949, however, a month before the loss of the *Noronic*, and instead of building new passenger ships and entering the cruise market from Florida, Canada Steamship Lines was found responsible for the *Noronic* fire and ordered to pay $2.15 million in compensation to 575 claimants, of which $716,666 went to their ninety lawyers. Management had had doubts about passenger ships, especially with the expansion of the highway system, and the *Noronic* disaster simply confirmed its decision not to build them.

The four Skinner Unaflow engines that had been ordered for
twin-screw installations in two passenger ships went instead into four new bulk carriers built at Midland and Collingwood, and the steel that had been delivered to Kingston went into a new canaller for Marathon Corporation. Meanwhile, three veteran bulk carriers were converted into package freighters to assume the old Great Lakes route, but now for cargo only.

**The "Quebec" Burns at Tadoussac**

Less then a year after the *Noronic*, fire hit one of the company’s St Lawrence fleet. The *Quebec* had left St-Siméon and was nearing the Saguenay River at 5:15 pm on Monday, August 14, 1950, when a fire was detected. She managed to reach Tadoussac within half an hour, but the twenty-two year old ship, built, like the *Noronic*, with wooden decks and bulkheads, was quickly consumed by flames, resulting in the loss of seven of her 426 passengers.

The *North Gaspé* sailed from Montreal on the day the *Quebec* burned, leaving Quebec at noon on Tuesday, the day after the fire. As she passed Tadoussac the ship was still smouldering. The *North Shore* and *Island Connector*, leaving Montreal on Tuesday, passed the charred remains on Wednesday night.

Two former Clarke employees, Capt Antoine Fournier and William Percival, were engaged, as nautical and engineering assessors respectively, in the Department of Transport investigation that followed, while Capt Aurèle Fraser, once of *Jean Brillant* and *North Gaspé*, and now harbourmaster at Quebec, was also engaged as a nautical assessor. Canada Steamship Lines suspected that the same person had set fire to both the *Noronic* and the *Quebec*, but was unable to prove it and no one was ever charged.

This had not been a good summer for Canada Steamship Lines. Only a couple of months earlier, the *St Lawrence* had got into trouble when, as she approached Tadoussac at 5:28 pm on June 10, she collided in fog with the 7,187-ton Italian-registered *Maria Paolina G*, a former "Park" ship outbound from the Saguenay. With twenty-five passengers injured and thirty cabins damaged, the *St Lawrence* proceeded to Tadoussac, where her voyage was terminated. The majority of her passengers were returned to Quebec on another company vessel and the *St Lawrence* went to Lauzon for repairs.

Losing the *Quebec* left Canada Steamship Lines with two Saguenay steamers, the *St Lawrence* and *Tadoussac*, the cruise ship *Richelieu* and the resort hotels at Murray Bay and Tadoussac. Had it chosen to return the *Richelieu* to scheduled service, it would have been able to maintain its daily Saguenay service from Montreal. But it seems she made more money as a cruise ship, especially since the *New Northland* and *North Star* had not returned. A gap was therefore left in the daily schedules, and the *Richelieu* continued with her Monday morning cruise departures. This meant that every
third evening now there would be no CSL departure from Victoria Pier for the Saguenay.

Until now, Clarke's summertime sailings had followed the Canada Steamship Lines Saguenay steamer downstream on the overnight voyage to Quebec, and they continued to do so on most nights. But on days when there was no Saguenay sailing, the Clarke ships would now sail downriver on their own.

The Sale and Loss of the "North Voyageur"

Meanwhile, the faithful North Voyageur, known as the Gaspesia for almost a quarter century, was now nearing the end of her career. As Clarke's third ship, she had seen twenty-eight years of service. In the summer of 1950, Clarke sold her to Honduran Greek owners, the Bornicas Brothers, but her service with them was short.

Still bearing the name North Voyageur, she was lost southeast of Cape Race, Newfoundland, in October 1950, after springing a leak in her engine room. En route from Philadelphia to St John's with a cargo of 800 tons of coal, she sent out a distress call after her pumps became clogged with ash. The only message received, at 2 pm GMT on October 22, said "SOS North Voyageur Latitude 46.10 North Longitude 52.25 West Approximate" and was picked up by Cape Race radio. Eleven of her 19-man crew were lost and after abandoning ship eight survivors, many from Quebec, saw her go down. They were rescued by the US Coast Guard cutter Sorrel the next day.

A report of the North Voyageur's sinking appeared in the October 24 edition of the Montreal newspaper "Le Devoir": -

Six Canadians are among the eight survivors of the North Voyageur, the 1,100-ton ship that sank on high seas the day before yesterday, during a storm. The Canadians rescued by the US Coast Guard ship Sorrel are: Benoit Talbot, l'Islet; John Gardner, 2535 Royal Place, Montreal; Émilien Brisson, Baie Comeau; Ludger Drolet, Quebec; and Marc Champagne, Ste Martine. Gabriel Dufour, the seventh Canadian on board, of Quebec, is still among the number missing.

Four ships in the vicinity where the North Voyageur sank, the Prins Alexander, the Selma Thorden, the Island Connector and the Blue Foam searched extensively the day before yesterday, close to location where the stricken vessel had given her position. They abandoned their search when they failed to obtain any result. Three American airplanes and two small Coast Guard vessels, the Sorrel and the Humboldt continued the search yesterday. They intensified their efforts after seeing some debris. Thus the Sorrel has been able to rescue eight of the shipwrecked...
Well known to regulars in the port of Montreal, the North Voyageur, previously named Gaspesia, had maintained the coastal service to the Gaspé Coast, as well as the North Shore of the Gulf of St Lawrence for close to thirty years.

Of the search vessels, the 2,332-ton Prins Alexander was a cargo liner owned by the Oranje Line of the Netherlands, and the 3,503-ton Selma Thorden a refrigerated ship owned by Sweden's Thorden Line. The 399-ton trawler Blue Foam was owned by Job Brothers affiliate Northlantic Trawling Co Ltd. On the same day as the report in "Le Devoir," the "New York Times" gave the sixth Canadian's name as Yves Moulouin and carried a few more details: -

The survivors, found drifting in a lifeboat, said that other members of the vessel's twenty-man crew had taken to another lifeboat but were afraid the other boat had been lost. Earlier yesterday a Coast Guard search plane reported that it had sighted two overturned lifeboats about sixty miles from the position given in the short SOS message sent out by the ship.

On October 25, the "New York Times" reported an interview the day before with fireman John Gardner in St John's: -

A survivor of the sunken freighter North Voyageur said today the captain went down with his ship and that he had small hope eleven or twelve crew members missing would be found. John Gardner, a fireman from Montreal, said the last time he saw his skipper he was standing on the bridge waiting for his ship to go down. Gardner said he had abandoned ship in a lifeboat with seven other crew members, all of whom were rescued. Four United States Coast Guard cutters and two planes continued the search off Newfoundland for possible survivors.

As she had gone down on Sunday and the interview took place two days later, the chance of finding anyone alive was very slim. But on October 25 the Canadian Press reported that one of two Canadians initially reported missing, E M Gaudreau of Montmagny, had turned up that same day in Montreal, having quit his job an hour before the North Voyageur sailed from Philadelphia. But what may have been worse was a item that appeared in "Highlights in the News" in the "Lethbridge Herald" on October 26, presumably from a press service report, saying that: -

Agents for the freighter North Voyageur, which sank off Newfoundland Saturday with a presumed loss of 12 men, declined to comment on survivors' accounts of the sinking. The seamen said the 41-year-old former Canadian vessel had a decided list when she left Philadelphia and crew members had complained to Capt Gerasimo Bonitas that her
800-ton cargo was not properly trimmed.

The ship's chief steward, Julian Belaski, wrote an article on the loss, entitled "When a Ship Founders," which appeared in the January 1951 issue of "The Lookout," journal of the New York Seamen's Church Institute. In it, he wrote:

I've never had anything like it happen to me before. It made us all feel bad - the eight who survived. I shipped out on a Sunday afternoon after buying supplies for the galley. That night I turned in, secure in the knowledge that the pilot was steering us safely down the Delaware River.

A heavy sea was running, but it wasn't until Thursday afternoon that things began to "pop." When I went to draw water from the fresh water tank I found it was empty. The drain pipe had broken and the water had run down into the ship's bilges, going through the coal we were carrying and causing the pumps in the engine room to clog. That night the ship was listing at an 18 degree angle. All through the week the wind blew stronger every day, and by Sunday we were listing at 30 degrees and the engines had stopped.

"Are we sending out an SOS?" I asked the Chief Engineer. "We're stepping up the batteries now so we can send one," I was told. By 10:30 the captain gave the order to abandon ship. By now, we were listing so badly that the decks were level with the sea. When I tried to lower a lifeboat one of the crew had to get in to hold it off the ship's side. Seven men got in the boat. "Will you get in, Captain?" I asked. He just shook his head and walked to the stern. I jumped in taking the painter with me. We saw the others lowering another lifeboat but it jammed.

It was a silent crew in our lifeboat that, ten minutes later, watched the North Voyageur roll over on her port side and plunge, head first, into the sea. Then someone broke the silence. "Don't talk," I told the men, "if the salt water gets on your tongue it makes it swell."

We waited near the empty spot where the ship had gone down. All that day and night we bailed the ocean from our lifeboat, knee deep in the icy waters of Cape Race. Our legs swelled. Our feet were numb. Next morning it was a miserable group of men the US Coast Guard Sorrel picked out of the sea, but the coffee they gave us felt good. God bless our lost shipmates.

After bringing happiness to travellers and the outside world to remote communities it was a shame that this ship should end her life this way. The North Voyageur now lay on the bottom of the Atlantic at a point very close to where the U-203 had tried to torpedo the North Gaspé in 1942. But this time,
the Atlantic had claimed its victim.

The "North Shore" Sails to the Magdalens

Although the Magdalen Islands were not on the North Shore's regular schedule, she, like the New Northland and other ships before her, made special voyages at the beginning and end of each season to transport Magdalen Islanders to and from Clarke City. Now an officer in the North Shore, Léo Chouinard recounted one such voyage in 1950:

In December, we had embarked at Clarke City, close to Sept-Iles, several workers from the pulp and paper mill, Magdalen Islanders by origin. These men were returning to their families for Christmas. From Natashquan, we made course for the islands by way of the eastern point of Anticosti Island. On arriving, a strong storm forced us to shelter near Ile Brion, because it was impossible to enter the port of Cap-aux-Meules. We remained there at anchor for close to two days waiting for the wind to change to the northwest.

By chartering ships like the Gaspesia, the New Northland and now the North Shore, the Gulf Pulp & Paper Co had been able to rely on Magdalen Islands labour for many years. And if the numbers were insufficient for a special voyage, it had been possible since 1938 for individuals to travel from Clarke City by Clarke ship to Quebec and then take the North Gaspé on to the Magdalens.

The "Island Connector" Goes West

Within a few weeks of playing her role in the search for survivors of former fleetmate North Voyageur (ii), the Island Connector too was sold, in her case to Canadian Pacific's British Columbia Coast Steamship Service. On her return from her last Clarke voyage from Halifax to St John's on December 12, 1950, a crew of 21 West Coast seamen boarded her under Capt G A Thomson for her delivery voyage back to British Columbia, where she had been built. The North Coaster then replaced the Island Connector in the winter service, leaving Saint John on December 13 for Halifax and St John's.

The Canadian Pacific crew sailed the Island Connector on a rough 48-day voyage through the Panama Canal, calling at Long Beach on January 16. Capt Thomson had delivered the crack 5,911-ton Canadian Pacific coastal liners Princess Marguerite and Princess Patricia, one after another from the builders' yard in Scotland to the West Coast in 1949, so this was his third such delivery voyage in a fairly short period. The Island Connector finally arrived at Vancouver on January 29, 1951, to replace the 2,069-ton Nootka, another wartime standard ship that had been built on the Great Lakes in
1919 and acquired by Canadian Pacific in 1926.

Refitted at Victoria, the Island Connector was renamed Yukon Princess for a weekly Canadian Pacific and Union Steamships joint cargo service between Vancouver and Skagway, Alaska. Among the changes made to her were the substitution of six 60-foot derricks for one 35-foot one, necessary because of the high tidal range at Skagway, and equipping her for 25-ton lifts, as well as with refrigerated space for her new duties.

The Yukon Princess's running mate was Union Steamships' 1,377-ton Cassiar, another "B" Type coaster. This was the former Blue Peter II, which Union acquired from Blue Peter Steamships at the same time as Canadian Pacific bought the Island Connector from Clarke. The two former Newfoundland traders now found common cause serving Alaska for the White Pass & Yukon Railway, which ran between Skagway and the Yukon, taking general cargo and equipment north and returning south with asbestos and concentrates. At times, the Yukon Princess also took mail, freight and express when one of the usual "Princess" coastal liners that served the route was away for an off season drydocking.

Based on the success of these two ships, the White Pass & Yukon Route eventually built the world's first purpose-designed container ship. In November 1955, the 3,000-ton Clifford J Rogers, built by Canadian Vickers in Montreal, replaced the "B" Type coasters. Just as the North Coaster had been replaced by West India Fruit's New Grand Haven, built at Vickers four years earlier, another of Clarke's "B" Type coasters was replaced by a more sophisticated ship. Laid up after the arrival of the Clifford J Rogers, the Yukon Princess was sold to foreign owners in 1958.

Blue Peter Goes Refrigerated

The disposal of the first Blue Peter II effectively removed a competitor from the St John's trade, marking as it did Blue Peter's withdrawal from the pure dry cargo trade. Her replacement, the 613-ton second Blue Peter II, was a small refrigerated vessel purchased in Norway in 1951. This steam-powered Admiralty "Isles" class trawler had been built at Midland in 1942, and the original Enterprise diesel engine from the Blue Seal, ex-Sable I, replaced a smaller German one that had been installed after the war. The Blue Seal, which had previously operated fortnightly between Montreal and St John's, was also advertised for sale, first in October 1953 by Montreal Shipping's Halifax office, as a motorship, and later, in May 1954, "as is, where is" at Pictou, with no engine, for scrap or for use as a floating warehouse.

While Blue Peter had taken over Newfoundland Railway Steamships scheduled services after the war and had also run a summer service from Montreal to Goose Bay, Canadian National had now diverted business to its
own rail lines while Blue Peter Steamships concentrated on the refrigerated business of its parent, Job Brothers. Blue Peter's smaller ships, while they still occasionally traded to Montreal, became less prominent than they had been.

Over time, other Blue Peter ships included the 499-ton "C" Type coaster Blue Cloud, the 697-ton American-built Blue Prince, the 616-ton British-built Blue Trader and the 573-ton American-built Blue Laker, all acquired between 1947 and 1960. In about 1956, while Blue Peter still operated a general cargo service between Halifax and St John's, it changed its agents from Montreal Shipping to Newfoundland Forwarders Ltd, with head office in Toronto and branch offices in Montreal and Hamilton. Clarke also chartered Blue Peter's Blue Cloud, the second Blue Peter II and Blue Laker for occasional sailings to Goose Bay during the 1950s and early 1960s.

**Cruise Fares and New Piers**

Back on the passenger side, cruise fares were on their way to doubling. The cost of a 7-day cruise in the North Gaspé, for example, while $70 in 1944, had reached $120 by 1950 and would soon be $140. The cost of a 6-day cruise in Canada Steamship Lines' Richelieu also doubled, with the minimum fare rising from $67.50 to $135 over the same period.

The cruises Clarke offered during the 1951 season were briefly outlined in the "New York Times" on July 1:

A series of vagabond cruises are announced by the Clarke Steamship Company, Canada Cement Building Montreal. The five-and-one-half day cruises to the Gaspé Peninsula leave Montreal fortnightly during July, August and September. The seven-day cruises to the north shore of the Gulf of St Lawrence leave Montreal and Quebec every week. On the Gaspé trip stops are made at Quebec, at Cap Chat, Ste-Anne-des-Monts, Grande-Vallée and other French Canadian villages along the Gaspé coast. The price is $100. A more rugged strip of coast is visited on the north shore cruise, with stops at Baie Comeau, at Godbout, and at Shelter Bay, at $125.

Although Clarke had kept its New York office for most of the war, having no further need of a large US presence, it was now closed. No longer did its ships tour the Grenfell Mission country. Dr Grenfell had died in 1940 and the Labrador tourist trade had disappeared. It was still possible to cruise the St Lawrence for a week in the North Shore or North Gaspé, or in Canada Steamship Lines' Richelieu, or for even longer in one of Clarke's coastal freighters or Anticosti Shipping's Fleurus, which all sailed from Victoria Pier.

Rather than tourism, however, the emphasis in the 1950s would be on economic expansion. This meant that over time most of Clarke's
passenger-cargo sailings would move from Victoria Pier, which was centrally located and well suited to passengers, down to Piers 34 and 35, below the Jacques Cartier Bridge, where the sheds were bigger and there was more space for handling cargo.

**The "Fleurus" is Rebuilt**

After an accidental sinking at Lauzon in 1949, the Anticosti Shipping Co's *Fleurus* was rebuilt by G T Davie & Co in early 1950. She emerged as a white-hulled motorship powered by a 900 horsepower war surplus General Motors diesel. Extra space resulting from the crew reduction and the removal of one of the boilers from the now 1,103-ton *Fleurus* allowed first-class accommodation for an extra 14 passengers that could have been used to increase the number of passenger berths. Instead, however, her passenger capacity became 55 instead of the 62 she had carried before. Had her capacity been increased, she would have had more berths than the *North Shore*. A typical advertisement extolling her cruises ran in "The Gazette" on June 17, 1950: -


Of course, the *Fleurus* was used for the parent paper company's requirements to and from Anticosti as well as carrying round trip cruise passengers, and she continued to carry sportsmen there for salmon fishing. About two hundred now paid for the privilege each summer. There were thirty-two salmon and trout streams on Anticosti, the best known being the Jupiter River. In the 1950s, deer hunting was added as another attraction.

The *Fleurus* now sailed from Montreal's Victoria Pier, with Clarke and Canada Steamship Lines as neighbours, now offering 10-night cruises down the St Lawrence as far as Cape Breton Island. But Clarke ships no longer called at Anticosti. The Anticosti Shipping Co's brochure described the voyage: -

These delightful cruises embrace all the inviting places of the mighty St Lawrence which you have longed to visit - Montreal, Quebec, Anticosti, Gaspé, Prince Edward Island, The Saguenay, with the added attraction of a visit to the famous Cabot Trail at Cheticamp...

Our home for the cruise will be the ship built by the Meniers of France for their private use. This comfortable seagoing vessel has now been converted to a diesel ship, is well appointed and well serviced. Deck
space is available for games, or restful ease in comfortable chairs.

Menier had actually preferred to sail in his own yachts but there was a tantalizing footnote that added, "a small cocktail bar has been installed." Fares began at $195 and the pre-sold shore excursion package now cost $26, both more than double pre-war levels, but the Fleurus could once more boast of having all lower berths.

In addition to Clarke sailings to the Lower North Shore and Newfoundland, these were the only remaining Gulf of St Lawrence cruises of over seven days, as the North Shore and North Gaspé both ran weekly. Bookings for the Fleurus were handled in an office on Peel Street in Montreal, only a few blocks from Clarke, where Leo S Tobin, once of White Star and then president of Economical Tours, had long been their general passenger agent. The site is now the location of a convenience store.

**An Early Montreal Start for 1951**

While Clarke had maintained a winter service from Pointe-au-Pic since 1929 and was often the early opener at Quebec, the North Pioneer had a new experience when she arrived at Montreal's Shed 47 on April 12, 1951, thus unofficially opening the port for 1951. "The Gazette" carried the story on April 13:

Her skipper, Capt Sylvio Bélanger, didn't know he was the first master to bring his ship up-river this year. "I've been sailing on the St Lawrence for the last 25 years and I've never done this before," he said last night. "I just took her out from Quebec at 7:15 am and kept her rolling."

The North Pioneer, a Clarke Steamship Company vessel, made the up-river trip with the Gulfport, a coaster of the same fleet. Marine men expected that the Gulfport would be the first ship in, but the North Pioneer passed her at Sorel. The master of the Gulfport anchored at Longue Pointe for the night when darkness set in.

The North Pioneer docked at 8:30 pm but her skipper won't win any gold-headed cane for his effort. The race to officially open the port is confined to ocean-going ships.

As usual, Clarke were early starters. While the North Pioneer had wintered at Quebec and would soon be starting her second season to the Lower North Shore the Gulfport was returning from her winter charter to Saguenay Terminals to take up her usual run to Corner Brook. The St John's summer service was meanwhile opened by the Northcliffe Hall, a four-year-old 2,454-ton canaller chartered from Hall Corporation, accepting cargo at Montreal Wharf April 15-19.
An experiment that Clarke tried in the summer of 1951 was to run the *Gulfport* on 16-17-day sailings to both Corner Brook and St John's, with half a dozen such sailings scheduled from Montreal between June 2 and September 15. Before and after these dates, the *Gulfport* carried on with her usual 12-day sailings from Montreal to Corner Brook, loading gypsum back from Dingwall, Nova Scotia. The cruise fare charged for *Gulfport's* longer voyages to Corner Brook and St John's was $240, compared to the $185 fare to Corner Brook only.

**The "Ocean Monarch" Arrives in the St Lawrence**

A dozen years after the *North Star* had made her last cruise between Montreal and New York, Furness Withy revived the New York to St Lawrence route with the newly-built 13,654-ton *Ocean Monarch*. Designed for cruising to Bermuda and to the St Lawrence by summer, she was a post-war replacement for the *Monarch of Bermuda*, and consort to the *Queen of Bermuda*.

In her first season, 1951, the *Ocean Monarch* made four 12-day St Lawrence cruises from New York, with fares starting at $275. Three turned at Quebec while one went upstream to Montreal, with the new ship's first visit to Montreal remaining overnight on Wednesday, June 21. The *Ocean Monarch* had been built not only to revive the Canadian cruise trade into the St Lawrence, but also St George's, Bermuda, where all four cruises also called. Within two or three years, she was also making occasional calls at Gaspé.

The *Ocean Monarch* was the last in a succession of ships that could trace their origins back to the Quebec Steamship Co and the cruises it had operated from New York to the St Lawrence, first with the *Orinoco* and later the *Trinidad*. Almost sixty years after that company's first "Special Cruises" to the West Indies, the *Ocean Monarch* still advertised "Special Cruises," but now to the St Lawrence as well. Her master, Capt Reginald Kean, was the same man who had called at Montreal in the *Dominica* in 1933 and brought the *Fort Amherst* into New York in 1936.

**Renewal of the Mail Contract**

The mail contract and the federal and provincial subsidy contracts having been separated in 1949, the Post Office now paid Clarke a commercial freight rate for the conveyance of mails to the North Shore. The first two-year contract was replaced by a new four-year one approved by the Privy Council in Ottawa on May 24, 1951:

The Committee of the Privy Council, on the recommendation of the
Postmaster General, advise that the Postmaster General be authorised

1. To enter into an agreement pursuant to the Post Office Act, for a term not exceeding four years from the first of April 1951, with the Clarke Steamship Company, Limited, Montreal, PQ, for the conveyance of mails between Quebec and port on the North Shore of the River and Gulf of St Lawrence and the Quebec Natashquan water route at the following rates of payment:

   Quebec-Natashquan - $31.40 per ton - 40 cubic feet
   Quebec-Blanc-Sablon - $37.30 per ton - 40 cubic feet

   the tonnage to be determined by the number of bags carried, each bag to be regarded as having a volume of three cubic feet and allowing forty cubic feet per ton for basis of payment;

2. To increase or decrease the rate per ton in accordance with any increase or decrease in the General Freight Rate which the Company is allowed by competent authority to charge.

This authority, signed by the Clerk of the Privy Council and approved by the Governor General, confirmed the revised arrangement whereby the Post Office paid for the mails and Ottawa and Quebec the maritime subsidies. The going rate for mail was about $2.35 a bag to Natashquan and about $2.80 to Blanc-Sablon.

**Quebec Iron & Titanium Company**

Clarke’s cargo business grew as new industries began to develop along the North Shore and in Labrador. The first of these was the Quebec Iron & Titanium Company, organized by the Kennecott Copper Company in 1948 to develop an ilmenite mine north of Havre-St-Pierre, along with a crushing plant, railway and loading wharf. A Clarke publicity piece dated October 4, 1951, outlined its part in this venture:

Activity started with the development of the titanium ore deposits located 30 miles inland from Havre-St-Pierre. The Quebec Iron & Titanium Company selected Havre-St-Pierre as the railhead and handed their shipping problems over to the Clarke Steamship Co.

The first task which faced the steamship company was the transporting of large tractors, shovels and roadmaking equipment with which the Quebec Iron & Titanium Company planned to construct a 30-mile railroad from the port of Havre-St-Pierre to the new site of the mine. This was soon followed by actual rail material including ties and rails and subsequently the ore cars and locomotives.
This steady stream of material, strange to the usual North Shore coastal shipping, presented many problems. Extraordinary equipment called for extraordinary methods of handling and even nature was brought into play when the steamship company, with typical ingenuity, harnessed the rise and fall of the tides to discharge 120-ton locomotives at a port where no formal facilities existed. This tremendous project was completed in 1950.

Sidney Dean, in his "All the Way by Water," gave us his impression of Havre-St-Pierre at about this time, as he sailed into port:

For the last half-mile, the skyline of Havre-St-Pierre etched its amazing vista: a big new hospital, the old hospital which is now a school, a convent, the cathedral and bishop's residence, the long street of homes and stores. No wonder St Peter's Harbor is called the capital of the Coast! It's a fish-and-fur trading center, also a busy port for the new mines back in the bush and for deeper penetration into Quebec Labrador.

One reason we ourselves made it a port of call was to see old friends, the Le Herons, Havre-St-Pierre's first family. Jack Le Heron manages the big Labrador Fisheries store, Côte-Nord rival of Hudson's Bay, and his is a name to conjure with on the Coast. His vivacious brown-eyed wife, daughter of a famous hunter and trapper, chaperones her two daughters back and forth by freighter to a first-class Montreal school and welcomes visitors in a Labrador home as charmingly furnished as one in a smart New York suburb.

The new Havre-St-Pierre hospital had been opened in 1942. Meanwhile, with the new mine also opened, ilmenite ore was now being shipped from the town's new bulk pier to Quebec Iron & Titanium's plant at Sorel. QIT in turn became a regular customer of Clarke's, receiving regular shipments of supplies off its ships at Havre-St-Pierre.

Le Heron was a Jerseyite who had come to Canada at age 16 to work for Robin, Jones & Whitman at Newport, Gaspé. Joining Clarke in 1923, he had made many early voyages as a purser in the Labrador, North Shore and Gaspesia before going ashore to become manager of Labrador Fisheries' flagship Havre-St-Pierre store in the early 1930s.
The Iron Ore Company of Canada

The same publicity piece that described developments at Havre-St-Pierre went on to detail the start of iron ore mining in northern Quebec and impending developments at Sept-Iles:

The second venture of the North Shore was the vast new development of the iron ore deposits in the Ungava district. The port of Sept-Iles was selected as the railhead and plans laid for a 360-mile railway to transport the ore from the mine to the seaboard.

Once again the Clarke Steamship Company was ready. With specialized knowledge gained from past experience, the autumn months of 1950 saw a heavy movement of Caterpillars, tractors, power shovels, bridge steel, etc, moving in a smooth but steady flow to Sept-Iles.

Work is still progressing and when completed, this railroad line will possess 26 steel bridges, 53 diesel locomotives and 2,400 ore cars. The facilities of steamships and men will be taxed to capacity, but the company is confident that they can do the job and see it through to the anticipated completion in 1954.

This was the massive development of the Iron Ore Company of Canada, a project that had begun in 1949, and the Quebec North Shore & Labrador Railway, which had been incorporated in 1947. The railway would carry iron ore along the river courses of Labrador and over twenty-four bridges from the interior to tidewater on the Gulf of St Lawrence.


The days of the Berlin Airlift are gone, but a civilian aircraft right here in North America, has helped to open up one of the world's richest treasure troves.

Iron ore is the treasure. There's a fantastically rich deposit of it in north-eastern Quebec and Labrador. But there is no practical way of reaching it by land transportation yet - the region is a long distance from nowhere, protected from humans by mountains, undergrowth and terrible terrain.

The other day, a Fairchild C-119 came back home to its place of construction - Hagerstown, Md - and its crew told how they played a major role in making possible the mining of the vital metal. The plane, together with a dozen others of smaller dimensions, has been hauling
everything from groceries to 20-ton pieces of construction equipment to the little group of pioneers who are preparing for mining in the Saguenay country near Knob Lake, Labrador.

The United States Air Force buys all the C-119's that Fairchild builds. But through special arrangements by the State department, this one was lent to the Iron Ore Company of Canada. Fairchild's flight test department supplied a 10-man crew.

As a result, first shipments of ore will probably be made by 1954. That's years ahead of the schedule that would be necessary if it weren't for this North American airlift.

Fairchild crew members kept track of their work, and discovered that in 135 flights over two months of operation, they hauled 2,031,905 pounds of equipment and supplies. Most of it was digging and building equipment brought by conventional means to the port of Seven Islands, Que. From Seven Islands, the C-119 Packet flew the equipment into the wilderness, using two hurriedly constructed airports to land for deliveries.

This also represents the first big railroad to be constructed with the help of airplanes... The C-119 carried nine-ton Caterpillar tractors and 15,000-pound rooters without dismantling them. Twenty-ton loaders and shovels were torn down into two halves, and taken on a pair of trips. When there was room, the plane brought bridge timbers, 48-inch culvert pipe, food and other necessities of life to the men who are building the railroad, preparing for the mines, constructing highways and preparing dams...

Currently, about 600 men are doing the construction work, living in tents and camping on land which is dotted with chunks of loose, surface rock that contain 60 per cent iron.

The book "St Lawrence Seaway & Power Projects," published to mark the opening of the Seaway in 1959, summarizes the story, from the arrival a year before this airlift of the first coaster bringing in supplies: -

The arrival on October 2, 1950, of a small insignificant looking coastal steamer at the Port of Sept-Iles marked the beginning of a new era for this "land of Cain." For it was this little vessel which carried the first construction equipment that would soon be clearing the bush for the first construction camp.

The job ahead was indeed a big one for the builders. In the four years allotted to them they built dormitory housing for construction gangs, private homes, a 25,000 horsepower hydro-electric plant furnishing power for the new railway and terminal facilities in the area, for the
Gulf Pulp & Paper Company and for the town of Sept-Iles.

A 357-mile railroad, heading north out of Sept-Iles and stretching to Silver Lake yards in the heart of the ore-mining district, was constructed. It is one of the longest stretches of railroad construction on this continent in this century and the only one in history built by airlift.

The function of the Quebec North Shore & Labrador Railway is to haul iron ore economically and efficiently. It took five years of careful surveying to select the route, after which construction crews had their work cut out for them laying tracks through solid rock, over swirling rivers and muskeg ... and all in his country where 50 below temperatures are not uncommon during the dead of winter...

Back in Sept-Iles docking facilities large enough to receive raw materials as they arrived were constructed. Today, Iron Ore Company of Canada ships through its enlarged docking area over 10,000,000 tons of ore a year.

Two new townships were built ... one at Sept-Iles and the other at what was formerly known as Knob Lake, since renamed Schefferville, in honour of the Bishop of Labrador...

Total capital expenditures by Iron Ore Company to the end of 1957 amounted to $289,000,000, most of which was spent in the Province of Quebec. Capital expenditures in Newfoundland reached the sum of $81,000,000...

When the Seaway starts operating, existing Great Lakes ore carriers will come to Sept-Iles to help deepwater vessels move enormous tonnage of iron ore, speedily and economically, over an inland waterway to the Great Lakes steel-making centres which have more than 75 per cent of the blast furnace capacity of Canada and the United States.

The coaster that carried the first shipment was not named, but as she arrived on a Monday, it would most likely have been the Friday sailing from Montreal, possibly the Orléans or another charter. Meanwhile, because of the demand for steel caused by the Korean War, shipping of supplies was stepped up and plans to commence building the railway in the spring of 1951 were accelerated. Too large for any one firm to handle, railway-building contracts were awarded to the Cartier Construction Co Ltd of Montreal, the McNamara Construction Co Ltd of Toronto, Fred Mannix & Co Ltd of Calgary and the Morrison-Knudsen Co of Canada Ltd, who as CMMK also built two power dams and the 1,600-foot wharf and ore handling facilities at Sept-Iles.

From Sept-Iles, once Clarke ships brought the supplies in, they were
flown north by Hollinger Ungava Transport Ltd, a Montreal-based subsidiary of the Iron Ore Co of Canada. Flying to Knob Lake and ten airstrips on the way, in 1951 the airlift handled 33 million pounds (14,730 tons) of merchandise and 22,246 passengers using five DC-3s, a Canso amphibian, a Lockheed Lodestar, five or six smaller planes, two helicopters and two chartered aircraft, one of which was the C-119 mentioned above.

Sept-Iles new iron ore loading dock would be ready by 1954, and the railway open to Schefferville, Quebec, where the Bishop of Labrador would be based from 1957. A branch line followed later to Labrador City, Labrador, to serve the new mine at Carol Lake in 1960. Although the QNS&L was built to carry iron ore, the line also provided two passenger trains a week between Sept-Iles and Schefferville. Clarke was heavily engaged in this activity, and in 1951 for example the Gulfport was busy loading engines from Montreal Locomotive Works at the Port of Sorel for delivery to Sept-Iles.

While Clarke ships were key to this development, traffic was so heavy that in 1952 the Iron Ore Co purchased its own ship, the 1,757-ton canaller Easton, to shuttle rails, locomotives and construction supplies between Montreal and Sept-Iles. In July 1955, she was called to stand by off Shelter Bay during a forest fire, ready to evacuate 900 residents if necessary, and occasionally, she traded elsewhere, as in May 1957 when she carried 3,000 tons of rails from Quebec to Summerside, Prince Edward Island, for Canadian National. After eight years as the IOC supply ship, the Easton was replaced by a modern motor ship, the 1,126-ton Inland, acquired in 1960.

In anticipation of the Iron Ore Company project, Clarke had opened a heavy equipment dealership, Quebec Newfoundland Equipment Ltd, at Sept-Iles in 1949, which of course also became a good customer of the steamship company. Although it lost its Sept-Iles warehouse to fire on January 7, 1952, it soon built another one and profited greatly from the opening of the iron ore mines in Quebec and Labrador, as well as developments elsewhere on the North Shore.

Gérard Pelletier Sails to the North Shore

The summer of 1951 saw an interesting visitor to the North Shore. Former "Le Devoir" reporter Gérard Pelletier, now head of "Le Travail," the house organ of the Federation of Catholic Workers of Canada, was sent by federation leader Jean Marchand to visit Clarke City. Both men were graduates of Quebec universities and would become cabinet ministers under Prime Minister Pierre Trudeau in the 1960s.

Pelletier wanted to investigate the situation after Gulf Pulp & Paper complained that unions had been trying to organize the local labour force. He did not say what ship he travelled in, most likely one of the weekly sailings of the North Shore. But he did leave us his observations of the voyage in his
All we knew was that the employer had lodged a complaint about several of its leaders for "union activity on company property," thus blocking all negotiation. My task was to go and have a look, re-establish contact and perhaps even publish an article about the place. "The situation seems rather special to me," said Marchand. "I want you to look into it. You have a good week's work ahead of you." Thus began for me the most extraordinary and unpredictable of excursions into the heart of nineteenth-century capitalism. First, I had to get there.

Clarke City was then a small, straggling village of twelve or thirteen hundred souls neighbouring Sept-Iles, which itself had a population of less then three thousand. A road ran between the two villages, through the northern forest. Apart from this road and the Iron Ore Company's railway, which led off into the landscape toward Nouveau Quebec, there were no land communications at all within the region.

One had to go there by boat, that is aboard vessels of the Clarke Steamship Company, which then had a monopoly over passenger traffic between Quebec City, the Magdalen Islands and all the little ports along the North Shore: Baie Comeau, Franquelin, Pentecôte and so on. You boarded the ship at dusk in the port of Quebec, and next morning awoke in the middle of the Gulf, stopping at each of the coastal ports, to arrive in mid-afternoon at the roadstead of Clarke City.

Gilles Vigneault had not yet sung of Natashquan or the Mingan River. This was a brand-new world for me, as exotic as Alaska or Greenland. Under a June sun, I discovered a splendid region where the majesty of the shore is allied to that of the sea. For hours we sailed past a series of small coves and great bays, rocky capes, rivers and streams whose blue ribbons led far back into the land from their outlets.

Construction of the Labrador railway had only just begun during Pelletier's visit, and he also noted that people had trouble finding accommodation in Clarke City unless they were there on company business. As he was in in the pay of the unions, this was hardly surprising. It would be strikes that would shut down the enterprise fifteen years later. But once Pelletier left Clarke City he never returned.

The North Shore Winter Service

The North Gaspé had now carried on the winter service since the winter of 1947-48, sailing from Pointe-au-Pic to Sept-Iles and Havre-St-Pierre and occasionally calling at Rimouski en route. She made
between ten and fifteen round voyages each winter, depending on weather and ice conditions.

But on Christmas Eve, 1951, she damaged her rudder while manoeuvring in pack ice near Les Escoumins and had to be escorted back to Quebec for repairs. During this voyage she was joined by the Lower St Lawrence Co's Jean Brillant, heading for Quebec for her usual winter lay up. Quebec's "Le Soleil" for December 28 reported under the title "After a difficult trip, three icebreakers back at Quebec": -

After an arduous voyage, three icebreakers from the Quebec agency of the Department of Transport returned to their berths yesterday afternoon, followed by two vessels they had assisted in the Lower St Lawrence, the Clarke Steamship freighters North Gaspé and Jean Brillant. The North Gaspé, whose rudder had been broken in ice on Monday, had to be towed by the Lady Grey while the N B McLean and Ernest Lapointe opened up a route through the ice fields. Yesterday's voyage was very difficult. Normally, it would have taken six hours to sail up from La Malbaie to Quebec. The convoy had left Pointe-au-Pic at daybreak and arrived at four o'clock yesterday afternoon. Capt Charles-Antoine Caron, master of the N B McLean, considers that the current season is one of the worst that he's seen.

Although the North Gaspé had been disabled and the voyage needed the assistance of icebreakers, it had proven the feasibility of commercial ships reaching Quebec from the Gulf of St Lawrence through ice cover. Not only had the two ships arrived in Quebec, but the North Gaspé was docked, repaired and returned to service in the dead of the St Lawrence winter. Twenty years earlier, the Sable I had made a similar voyage back to Quebec in January 1932 after grounding at Shelter Bay.

This was only the second time that Clarke ships had required an icebreaker escort, as opposed to assistance, in the five and a half years since the war. However, the fact that it had taken three such ships to get the North Gaspé and Jean Brillant to Quebec meant that it would be a few years yet before Quebec became a year-round port. The remaining barrier was the high cost of winter insurance.

The End of the "Lady Boats"

Because of the 1925 trade treaty between Canada and the British West Indies, Ottawa had become involved with Canadian National Steamships' deliberations on the future of its two remaining "Lady Boats." In 1951, the Department of Trade & Commerce arranged for a meeting between Donald Gordon, president of Canadian National, and other government officials. The minutes of that meeting, which took place on July 3, speak for themselves: -
The purpose of this meeting ... was to give Donald Gordon the opportunity to lay before our officials the fact that Canadian National Steamships must shortly make a decision on the question of renovation or replacement of their steamships in the BWI service...

The position of Canadian National Steamships is that they cannot continue to operate their passenger steamers, mainly consisting of the two "Lady" ships because these ships are obsolescent, were run very hard during the war years and are now inefficient almost to the point where safety is questionable.

The Deputy Minister of Trade & Commerce who had called the meeting was former trade commissioner Fred Bull, the same man who had spent three weeks travelling from St Kitts to Demerara in the New Northland during her trade exhibition cruise in 1932, and returned to Trinidad in the Lady Hawkins.

It came as no surprise when the two familiar ships, Lady Nelson and Lady Rodney, disappeared in February 1952, leaving Halifax for the Mediterranean after a sale to Egyptian owners. Their high running costs and high crew wages had meant that they were no longer economical. What did come as a surprise, however, was news that the company had apparently operated profitably between the years 1935 and 1948.

Coming less than six months after the closure of the Furness Red Cross Line passenger service, the "New York Times" remarked on the withdrawals in its winter cruise round-up on October 26: -

Travelers to the islands of the West Indies will suffer from the withdrawals from northern service of two small Furness ships, the Fort Amherst and the Fort Townshend, and of two Canadian National liners, the Lady Nelson and the Lady Rodney. These ships sailed regularly to ports which can now be reached only by air, or by transshipping at a southern port.

Meanwhile, Canadian National's Pictou-built 2,930-ton Canadian Leader made a voyage for Clarke, undertaking a sailing from Montreal to St John's in late August 1951. Canadian National still carried a few passengers in its cargo ships, but within a few years, after serious labour disruption, it would be out of the business completely.

**Saguenay Terminals Expands**

With the last of the "Lady" boats having left the scene, cargo ships from another Canadian source started to compete directly with Canadian National. Saguenay Terminals was by now operating a large fleet of owned and chartered vessels and had become a serious contender in the Caribbean
market. During the war, many of the canallers that had carried bauxite had worked for them, running from British Guiana to St Thomas and Trinidad, where larger ships had loaded for Port Alfred.

The chartered ships were mostly Norwegian, but British, Italian and even Swiss also participated, and many of these, as well as a number of owned ships, carried between two and twelve fare-paying passengers on their rounds. These ships became very popular with those seeking a longer voyage to the Caribbean during the Canadian winter.

Eighty-one ships were chartered in 1951, including Clarke's Gulfport and Novaport that winter, and by 1955 the Saguenay fleet numbered a dozen owned vessels and sixty-one charters, with 250 passenger berths in forty-four of these ships. This was more berth capacity than Clarke offered in its own ships, but engaged on much longer voyages. Seven Saguenay ships carried the maximum of twelve passengers each. But cargo was its mainstay, and unlike Canadian National, Saguenay had the assurance of full northbound cargoes of bauxite for the Arvida smelter of its parent company Alcan.

In the early 1950s, Saguenay Terminals was located at 100 Dominion Square Building, where Clarke's passenger office had been until 1938. Later, it moved into the Sun Life Building and later still, as Saguenay Shipping Ltd, which is how it became known in 1957, it was based in University Street.

**The 1952 Season**

The oldest post-war charter opened the 1952 season, in the now 359-ton coaster Savoy, built back in 1895 as Menier's original Anticosti supply ship and now converted into a motor ship. She had been variously employed since she finished her original role by De Monts Shipping, Gaspé Baie-des-Chaleurs Navigation and Newfoundland Canada Steamships, among others.

Although fifty-seven years old, a much modernized Savoy opened the 1952 season when she departed Quebec in mid-March with a cargo of oil in drums for Sept-Iles. The following year, she would make only one voyage for Clarke, from Rimouski to the Magdalen Islands with a cargo of poles. This was followed by three voyages in 1954, two from Montreal to Shelter Bay and one to Gaspé and the Magdalen Islands, but her use diminished as newer and larger ships became available. Her last Clarke voyage would take place on April 23, 1958, when the then sixty-three-year-old ship sailed from Montreal to Clarenville and returned to Montreal with a cargo of gypsum.

A few weeks after the Savoy sailed, on April 13, 1952, the "New York Times" carried a brief summary of Clarke's latest cruise offerings:
In eastern Canada there are a number of vagabond cruises of the Clarke Steamship Lines, which start in May. The ships are small freighters carrying merchandise and supplies to the numerous small ports along the Gulf of St Lawrence.

The trips vary from five and a half days to the Magdalen Islands in the Gulf of St Lawrence and the Gaspé Peninsula to seventeen-day cruises around Newfoundland. Rates vary from $80 to $240, depending on the length of the trip. There is ample time to visit the lumber towns in the bush, the new ore port being built at Seven Islands (where Labrador iron ore will be transshipped to Great Lakes ore carriers), to the paper towns, ore ports and fishing villages of Newfoundland, and to the capital of Newfoundland, St John’s.

The 5½-day cruise was of course the Gaspé cruise of the North Gaspé, which she did on alternating weeks, while the 17-day cruises were those offered by the Novaport. In the middle were the North Shore, North Pioneer and North Coaster.

When Clarke announced the opening of its Montreal-Newfoundland summer service in 1952, the line-up was led by Gulf & Lake’s Birchton, which had sailed pre-war in the "Maritimes & Newfoundland" service. The Cedarton also returned for the odd voyage. Clarke used these canallers to back up its own ships to Newfoundland for as long as they were available at economical charter rates.

At season opening, it had now become standard practice for Clarke to use these ships as they came out of winter lay-up to get the Montreal season started while its own ships were either making their last sailings from Saint John and Halifax or making their way back from the Caribbean.

In 1952, Clarke also chartered a British ship for its Montreal-St John’s service. The 2,276-ton Admiral Fraser had been built at Sunderland in 1948 and was owned by W A Philips, Anderson & Co Ltd of London. She had a grey white hull, unusual for cargo ships employed by Clarke. She also made a couple of voyages to Corner Brook, leaving Montreal in late May, and again in August, when she filled in for the Gulfport, which was on drydock. On the latter trip, she also loaded two heavy lifts.

With the arrival of summer, a new cargo also came on stream from the North Star Cement Co Ltd in Corner Brook. There, on June 25, the North Coaster loaded the first cargo of cement, wallboard and bagged gypsum plaster. At the other end of Newfoundland, meanwhile, Clarke announced that effective July 30 it would be offering weekly cargo sailings between Montreal and St John’s.

In the winter months the Admiral Fraser went south to work for the United Fruit Co, carrying coffee and other cargo between Puerto Barrios,
Guatemala, and Houston and New Orleans in a weekly service with United Fruit's own 2,803-ton Mayari and the 2,046-ton chartered Norwegian Avenir. A sister ship of the Avenir, the Mabella, also built by Smith's Dock in Middlesbrough in 1948 and owned in Drammen, would later join the Clarke fleet, while two more of this class, the Mafalda and Matuara, were owned by Rederi A/S Norsk Transatlantic of Oslo. All four operated in the West Indies and other trades under the management of Karl Bruusgaard.

**Charlottetown-St John's**

When the withdrawal of the Island Connector from the Montreal to Charlottetown and St John's trade at the end of 1949 ended Clarke's participation, the Prince Edward Island Industrial Corp had brought in its own ship in 1950. But in April 1952 it was announced that Blue Peter Steamships would provide the service. Blue Peter replaced the wooden-hulled Eskimo with the larger newly acquired steel-hulled Blue Prince, a ship with 36,000 cubic feet of refrigerated space that could also carry livestock, and added a call at St Pierre en route.

Meanwhile, Alphonse Beauchemin, owner of the Eskimo, submitted an application to Ottawa to operate a subsidized service to carry Prince Edward Island produce to Sept-Iles, Havre-St-Pierre and Corner Brook. He did not succeed, but over the years a number of such contracts were granted to smaller ship owners and operators to take fresh food to the Quebec North Shore.

Only delivered by her previous owners on May 2, 1952, the Blue Prince ran aground at Malagash, Nova Scotia, on May 21 with a cargo of fifty-six cattle, forty calves, six horses, 289 pigs and eleven sheep. Taken to Pictou for repairs, her living cargo was accommodated at the local fairground until fleetmate Blue Cloud arrived to take them to Newfoundland. The Blue Cloud loaded not only the Blue Prince's cargo but also five extra calves that had been born in captivity. After repairs, the Blue Prince then returned to Charlottetown to collect the next cargo.

Clarke had served Prince Edward Island on and off since the company first started, latterly using Carvell Brothers as agent, but its main connection now was through the Magdalen Islands Transportation Co, whose Magdalen called on her way to and from Pictou and the Magdalen Islands.

**The Line-up for 1953**

Clarke had now settled well into its post-war format, with year-round operations to both Newfoundland and the North Shore. That winter, for example, the North Shore saw eleven winter sailings, three from Quebec by the North Gaspé and two by the Jean Brilliant, and six from Pointe-au-Pic by
the North Gaspé.

Although many Clarke ships now worked year-round, it continued to release a season opening announcement each year for its Montreal sailings. The 1953 notice appeared in "Canadian Transportation & Distribution Management" and various other shipping publications and was now typical as two of the ships mentioned were canallers chartered from N M Paterson & Sons Ltd, the former Paterson Steamships Ltd:

The freight services of Clarke Steamship Co Ltd, for the present season, on the route connecting Montreal with Newfoundland, commenced with the sailing of the s.s. Hamildoc from Montreal for St John’s, Nfld, April 14, and the departure of the s.s. Farrandoc for Corner Brook, Nfld, April 15. Currently there are sailings every ten days to St John’s by the s.s. Novaport and s.s. Admiral Fraser, and fortnightly service to Corner Brook, given by the s.s. Gulfport.

Freight and passenger services along the north shore of the Gulf of St Lawrence are being maintained by the s.s. North Shore, s.s. North Coaster and s.s. North Pioneer. The North Pioneer began the service this year, having cleared from Quebec April 2, the earliest opening of summer navigation in years...

Serving ports along the Gaspé coast, the m.s. North Gaspé is maintaining a regular freight and passenger service. Beginning with her first Montreal departure on April 20, this ship is maintaining a series of weekly "Vagabond Cruises," alternating with five-and-a-half-day trips to Gaspé and with seven-day trips to the Magdalen Islands.

Another Clarke service, through the Magdalen Islands Transportation Co Ltd, connects Pictou, NS, with the Magdalen Islands.

Paterson's Hamildoc left Montreal on April 16, followed two days later by Clarke's own North Coaster, also for St John's, while other Clarke ships were on the way back from winter duties. The Farrandoc did not sail, but the 1,865-ton motorship later played a very important role for Clarke. In her place, Gulf & Lake's Cedarton loaded her Corner Brook cargo, sailing on April 18. But the Hamildoc was not the only Paterson ship Clarke used that year as the 1,934-ton Newbrundoc left Montreal on May 29 with another cargo for Corner Brook.

In addition to the Novaport, which made nine voyages, and the Admiral Fraser, with eleven, the Gulfport made three voyages to St John's that year. On their return voyages, all three ships loaded fluorspar at St Lawrence, for discharge at Port Alfred before returning to Montreal.

To Corner Brook, the Gulfport made a dozen sailings and the Novaport
another four, with both ships loading at Trois-Rivières a few times under special contract. This was not a usual port of call for Clarke ships except for small chartered vessels bringing pulpwood upriver, a trade in which Clarke also participated from time to time.

By now, this mix of owned and chartered tonnage was typical of Clarke operations and ships chartered from many different owners had begun to appear at company docks, while its own ships provided the basic Newfoundland service and the subsidized passenger and cargo services to the Gulf of St Lawrence.

Another Ornithologist's Cruise

The first North Shore had Harrison Lewis, who had become the first head of the Canadian Wildlife Service in 1947 and retired in 1952, as a frequent passenger. But the new North Shore attracted her own naturalist, although on his last trip to the north. On May 20, 1953, 66-year-old Francis Harper, a contemporary of Lewis's who had obtained his doctorate from Cornell University, and whose previous Canadian work had been in the North West Territories, joined the North Shore at Quebec for Sept-Îles, where he arrived on May 22. His observations during this cruise, her third of the season, were many:

Off Rimouski, on May 21, there was a flock of six Double-crested Cormorants, besides a few single birds. Small numbers were seen almost daily, May 22 to June 1, on the bay and the Gulf in the vicinity of Seven Islands...

A Tree Swallow was over the harbor at Rimouski on May 21. At Seven Islands small numbers (up to 9 or 10) were seen almost daily, May 22 to 29...

On May 21, in mid-St. Lawrence between Rimouski and Baie Comeau, I noted one Gannet flying low over the water and another resting on its smooth surface...

Red-throated Loon. A loon appearing brownish and small, on the Gulf off Baie Comeau on May 21, was evidently of this species. A similar loon or two were noted on the same day between that point and Franquelin...

A flock of about four birds, appearing off Baie Comeau on May 21, furnished my only glimpse of Kittiwakes...

A number of Surf Scoters were seen off Baie Comeau on May 21; among them was a flock of about 50, passing west low over the water...
As the steamer was passing along the North Shore on May 21, between Baie Comeau and Franquelin, I noted two flocks of White-winged Scoters: one of four or five birds, and one of seven or eight, both flying low over the water, and at least the latter headed west. Another bird or two were observed off Godbout...

On May 21 a flock of eight or ten Goldeneyes was noted off Franquelin, on the North Shore.

My observations on Eiders were limited to May 21 on the Gulf of St Lawrence; and all the birds were distant. Off Rimouski there was a flock of five on the water, composed apparently of both sexes; and two other flocks, of nearly the same size and composition, between Franquelin and Godbout, both traveling east... East of Godbout there was yet another flock of five or six, likewise going east. Perhaps these small flocks were still engaged in migration toward their breeding grounds, which are mainly on the eastern part of the North Shore.

The mention of Rimouski may seem curious as this port was not on the North Shore's schedule. But Harper had managed to book himself on one of the very rare voyages when she actually called there, no doubt to help out the Lower St Lawrence Transportation Co's Jean Brilliant. Only once more would she call at Rimouski, in November of the same year, to assist the Rimouski when the Jean Brilliant was out of service because of an accident. Although Harper did not comment on his cabin or the food on the North Shore, or any other aspect of his voyage, he did mention the Iceland Gull, the same species that Harrison Lewis had observed in 1925: -

On the cruise down the Gulf in May and on several subsequent days at Seven Islands, I had opportunities for observing this little-known gull. On May 21, off Rimouski, there was one of these birds, dirty white, with no black in the wings; a similar bird appeared off Baie Comeau. In the harbor at the latter port there were several (more of these than of Herring Gulls); one of them, observed to good advantage, was dirty white in general, with a grayish mantle, a broad, faint grayish subterminal band on the tail, no black in the wings, a blackish ring about the bill (as in the Ringbill), and pinkish legs. Off Franquelin there were two more. After we left Trinity Bay, a single bird, in company with a Herring Gull, followed in the steamer's wake, affording an opportunity to note their practically equal sizes. Those seen earlier in the day had shown no disposition to follow in our wake.

When Harper left the North Shore he spent twelve days in Sept-Iles before flying to Knob Lake, where he spent the summer working from the seaplane base before finally returning to Sept-Iles on October 9 for a few more days. On October 13, Harper boarded the Jean Brilliant at Sept-Iles for Rimouski, and made more observations en route, first on the Ring-billed Gull
and then on the Bonaparte's Gull: -

On October 13 one or two birds followed in the steamer's wake between Shelter Bay and Pentecôte; and among about 10 gulls doing likewise near Godbout, perhaps the majority were definitely Ringbills. In addition to characters mentioned above, they exhibited a comparatively larger amount of black toward the ends of the primaries than does the Herring Gull. I have frequently found this a useful field mark, though it is little noticed in the literature...

On October 13, off Baie Comeau, there were considerable numbers of these gulls flying about. They were quicker and handier than the bigger gulls in turning and dropping to the water, as they did frequently. The broad white stripe on the anterior, outer part of the wing and the dusky spots on the side of head (winter plumage) were conspicuous.

All these observations from his summer trips in the North Shore and Jean Brillant, as well as his time spent at Sept-Iles and four months in Labrador, were made possible by the Guggenheim Foundation and are recorded in his "Birds of the Ungava Peninsula," published in 1958 by the University of Kansas.

**Constantine Canadian Services**

Competition to Newfoundland, meanwhile, continued unabated, and in 1953 the Joseph Constantine Steamship Line started trading from Hamilton, Toronto and Montreal, to Corner Brook and St John's. As Constantine already acted as general agent for Saguenay Terminals in the UK, it chose Saguenay to act as general agent for the new service. In return, an arrangement was made whereby Constantine would handle most of the westbound traffic of fluorspar from the Alcan mine at St Lawrence to Port Alfred. "The Gazette" of Montreal carried the story on January 21, 1953: -

A new service between the Great Lakes and Newfoundland will be inaugurated when St Lawrence River navigation opens this spring. Two motor vessels, the *Avonwood* and *Edenwood* will operate a regular cargo-passenger service between Hamilton, Toronto, Montreal and St John's.

The vessels are owned by Constantine Canadian Services, a subsidiary of the Constantine Co of Middlesbrough, England. The new service will be introduced "to re-establish Canadian connections and provide needed additional facilities to Canadian shippers."

Newfoundland had only been in Confederation for a little over three years when this was announced, and following the lead of the Dundee, Perth
& London Shipping Co, Constantine brought over two British short-sea traders, the 1,683-ton *Avonwood* and 1,640-ton *Edenwood*, to operate under the name Constantine Canadian Services during the season of open navigation. The pair were 2,250 deadweight-ton war-built motorships, both 255 by 39 feet. As they also carried a few passengers this meant competition to Clarke's *Gulfport* and *Novaport* on that front as well.

A "trim new addition" to the Constantine fleet, the 1,246-ton *Teeswood*, also came straight from her builders in Scotland to the Great Lakes-Newfoundland service in 1953. She was later lost, however, when she was hit by a 33-foot wave in a gale off Dover and capsized in July of 1956, although fifteen of her sixteen crew were saved.

**The Gulf-Newfoundland Service**

Montreal Shipping, working with Blue Peter Steamships, opened yet another Newfoundland operation in 1953, called the Gulf-Newfoundland Service, to offer regular sailings between Montreal and St John's, and other river and gulf ports, as well as Goose Bay by inducement.

The Gulf-Newfoundland Service opened with an April 10 sailing by the 3,636-ton pulpwood carrier *Guy Bartholomew*, chartered from Anglo-Canadian Pulp & Paper. This was followed by twice-monthly service by the 1,876-ton *Highland*, a "Hansa" type sister ship of Clarke's *Gulfport* and *Novaport*, chartered from Currie Line Ltd of Leith, Scotland. The *Highland* worked the full 1953 season until late November, but was replaced by the much smaller 488-ton motor coaster *Steve Ahern*, which offered two December sailings from Montreal before moving to winter service from Halifax.

On April 5, 1954, Gulf-Newfoundland offered its initial sailing from Montreal with another Canadian ship, the 2,875-ton *Gander Bay*, chartered from Montreal Shipping affiliate Montrose Shipping Co Ltd. For the rest of the season it used the 2,506-ton *Wychwood*, chartered in from Wm France Fenwick & Co Ltd of London, operator of British colliers and deep-sea tramps. Montreal Shipping had developed a close relationship with France Fenwick by chartering a number of its ships for the Montmorency Shipping Co in 1953.

Although the name remained on the books for some years, the Gulf-Newfoundland Service then disappeared from view and the *Wychwood* ended her short five-year career by grounding off Bermuda on August 11, 1955, while en route from Walton, Nova Scotia, to Trinidad with a cargo of barytes.

**RCAF Moisie**
On June 15, 1953, evidence of the Cold War began to appear on the North Shore when the North Coaster arrived in Sept-Iles with the first shipload of furnishings and equipment for a new Royal Canadian Air Force early warning radar station east of Sept-Iles at Moisie. Clarke had already brought in building supplies for the Moisie station when construction began earlier in the year.

On July 1, the RCAF took possession of what was to become one of thirty-nine stations of the "Pinetree Line," which had as its purpose the early detection of incoming Soviet aircraft. Although it was thirty miles east of Clarke City, the radar station had at first been known as RCAF Clarke City. There had been a wireless telegraph or shore radio station using the call sign MCK at Clarke City since the Gulf Pulp & Paper Co opened there in 1908. Newly industrialized Clarke City had taken precedence over the then sleepy village of Sept-Iles in the naming of this station.

Eventually, however, the radar station was renamed RCAF Moisie, for the settlement where it was located. By 1959, it would develop into a full air base, one that remained active until 1988.

**Newfoundland Cruises**

While the Gulfport now served Corner Brook the Novaport sailed around to St John’s, their passenger berths were sold as "Newfoundland Cruises." Duration was about 12 days to Corner Brook or 14-17 days to St John's, often including other Newfoundland ports such as Bay Roberts or Argentia. Passengers for Newfoundland had to be flexible, however, as the ships were not always on time, due to these additional ports and the loading of return cargoes.

Compared with a total pre-war Corner Brook capacity of 225 berths in the New Northland and the Gaspesia, the Gulfport and Novaport offered a total of only 24 berths. But Clarke had not abandoned passengers completely. It had spent money to install accommodation for the maximum number of passengers a cargo ship was allowed. Carrying more would have meant not only adding more accommodation, but doubling up the lifeboats, and all the other expenses involved in qualifying as passenger ships.

By 1955, Clarke was able to increase round-trip cruise fares to St John's from the 1950 level of $185 up to $250 by summer and $200 in the off season, while Corner Brook fares rose from $160 to $195 by summer and $156 in the off season. The two ships made twenty to twenty-five round trips each season, with the Novaport also operating winter sailings from Saint John and Halifax to St John's over most of the 1950s. Occasionally, when needed, the Novaport also made calls at Corner Brook while the Gulfport could also be called upon to go to St John's.
By 1957, however, both the *Novaport* and *Gulfport* were assigned to St John's, while Corner Brook was served by chartered tonnage, usually British. The Clarke sister ships could then offer a St John's sailing from Montreal's Pier 35 every Wednesday, with sailing time subject to cargo demands. Round-trip cruise fares to St John's were $215 in summer and $170 in the off season, reflecting the shorter 12-night voyage that would ensure a weekly schedule by two ships.

When that happened, of course, Corner Brook lost its passenger service, something that had first been offered by the *Gaspesia* in 1923, the *Nayarit* in 1925 and then the *Northland* when new in 1926. Although Corner Brook was served by the *Gulfport* for almost a decade, the chartered ships that replaced her did not carry passengers. But St John's gained, with two ships running there effectively doubling passenger service to the provincial capital.

**Winter Service to St John's**

Clarke's St John's service had been year-round from early days, with the *North Pioneer* first having run from Halifax at the end of 1947. When the St Lawrence was closed by ice, from about December to April each year, one or two of the *Novaport*, *Gulfport*, *North Coaster* and *North Pioneer*, plus various chartered ships, would maintain service between Saint John, Halifax and St John's. Clarke had now appointed the old established firm of Pickford & Black as its Halifax agent and while other ships went south to carry cargoes around the Caribbean, one or two were always kept back to maintain the Newfoundland winter service while the *North Gaspé* busied herself between Pointe-au-Pic and the North Shore.

St John's is an easier port than Corner Brook during the winter months. It is exposed to the Atlantic, while the approaches to Corner Brook through the Bay of Islands can often be blocked by heavy ice. For this reason, St John's saw Clarke's first year-round service to Newfoundland, while Corner Brook would have to await the arrival of ice-strengthened ships. A winter passenger service was also offered to St John's as each ship could carry twelve, while through rail/water freight rates were offered from inland points with Canadian Pacific over Saint John and Canadian National over Halifax. Muirhead Steamships Ltd continued to represent Clarke in Toronto and Hamilton. Earl Perkins, vice-president of Muirhead Forwarding and Muirhead Steamships, later became the Port Director for the Port of Hamilton.

In 1952-53, the *North Coaster* maintained the St John's winter service from Saint John and Halifax, with a sailing about every two weeks, starting at Saint John and sailing from Halifax a couple of days later. In 1953-54, and again the following winter, the *Novaport* joined the *North Coaster* to share
winter service to St John's.

The North Coaster left Montreal on November 27, 1953, on her last voyage to Havre-St-Pierre, then delivered cargo to Port Menier and Gaspé before proceeding to Halifax. The Novaport left Montreal on the same day with a cargo for Corner Brook before proceeding to Halifax for the winter run. The Gulfport, meanwhile, went south that winter, and was scheduled to leave Saint John on December 19, on a voyage to Havana for the Canada Mexico Line. Her Saint John departure fell between the first winter sailings of the North Coaster, on the 15th, and the Novaport, on the 22nd, for St John's via Halifax. In 1954 the North Coaster made her last sailing from Montreal to Havre-St-Pierre on November 22, and proceeded to the Magdalen Islands this time, as their last ship of the year, while the Novaport left Montreal on November 30 for St John's.

In 1955-56 and in 1956-57 the North Coaster and North Pioneer maintained the St John's winter service together, with each ship making her last voyage from Montreal to the North Shore in late November/early December and then running to Halifax to start the winter service. During the winter of 1956-67, the two ships tried something new, with the North Pioneer offering direct service to St John's from Saint John, with through rates via Canadian Pacific, every 11 or 12 days, and the North Coaster from Halifax, with through rates via Canadian National, every 8 or 9 days. An interesting difference was that because of her summer employment to the Lower North Shore the North Pioneer offered refrigerated service but the North Coaster did not.

During this last winter season the North Coaster found herself in trouble. She sailed from Halifax on January 19, 1957, but on her return voyage, on January 24, was reported disabled and drifting in twenty-foot seas some 45 miles south of Newfoundland. A US Coast Guard cutter was dispatched, and a tug from Newfoundland, and things were brought under control. However, she did not leave Halifax again until February 20, more than a month after her previous sailing, while the North Pioneer went back to serving both ports again.

Winter voyages between Halifax and St John's were not always plain sailing and it was a chartered ship that would prove this. That same spring, Newfoundland was particularly heavily iced in and Clarke brought the 774-ton Ahern Trader, which had made two similar voyages the year previous, to Halifax to help the North Pioneer and North Coaster clear a backlog of St John's cargo. The Ahern Trader was chartered from Ahern Shipping Ltd of Montreal, which was headed by Capt Steve Ahern, formerly of Lloyd Tankers and previously Sincennes-McNaughton Lines.

Built at Glasgow in 1922 as Coast Lines' Scottish Coast, she had gone to the Belfast Steamship Co Ltd as Ulster Coast before coming to Canada with Ahern Shipping. With a deadweight of 1,130 tons, and dimensions of
200 by 30 feet, she was a suitable size for many Clarke trades. The *Ahern Trader* left Halifax on April 3 on what would turn out to be her only voyage that winter. On April 4, she was damaged in ice 43 miles off Scatari Island. Rescued by the 244-ton Halifax tug *Foundation Victor*, she did not arrive back in Halifax until five days later. When dry-docked, it was found that all four propeller blades had been damaged, one sheared off completely, her hull was stove in in numerous places and her rudder bent. She did not return to service on the Montreal-Corner Brook run until June 1.

It was possibly this event and the earlier difficulties of the *North Coaster* that convinced Clarke to dedicate larger ships to the Halifax-St John's winter service, with the *Novaport* and *Gulfport* taking up these duties in later years. In 1957-58, Clarke brought the *Novaport* back to operate the service alone. She was joined the next winter by the *Gulfport*, as the two ships now also operated on the Montreal-St John's run together. Although most of their winter cargo was delivered by rail to the coast, one local journalist took to calling the winter service connecting New Brunswick, Nova Scotia and Newfoundland the "tri-province run."

After a dozen years of winter service, and with ships starting to come to load gypsum from 1954, Clarke ships had become quite a routine sight in Halifax. But a small story in the Halifax press on February 21, 1959, brought out the human side of shipboard life. The *Novaport*, under Capt Emile Bélanger, by then had two mascots, a husky dog and a cat. That day, both went missing in Halifax, becoming the object of a search as the ship was due to sail for St John's. While the husky was found the next day, sporting a limp, the ship's cat was never found.

**Winter Trading Elsewhere**

Capt Augustin Dionne had served on the *Jean Brilliant* between Miami and Nassau during the war. He had then brought the brand-new *North Coaster* around from Vancouver on her maiden voyage through the Panama Canal to Corner Brook in 1946. Later a St Lawrence River pilot, he was mentioned in the June 1980 issue of "Clarke News": -

At the end of that year Capt Dionne took command of the *North Pioneer*, another of the new ships, in Houston, Texas. He spent the winter travelling between ports in Mexico, Florida and Louisiana transporting cargo like bananas, mahogany and ore.

That winter, while the *North Voyageur* had been breaking through the ice with the help of an icebreaker to get to the North Shore, Dionne had been in charge of the *North Pioneer* while the US Coast Guard had been contemplating an air search for her, before she finally reached Tampico.

Since the acquisition of new tonnage, many of these ships now spent
the winter trading between ports in the Caribbean and the Gulf of Mexico. The winter of 1951, for example, found the Gulfport and Novaport trading between US East Coast and ports in the West Indies while the North Gaspé served the North Shore and the North Coaster traded between Saint John, Halifax and St John's.

Although Clarke ships still found winter employment, both in Canada and in the Caribbean, it was now for cargo, as opposed to cruise passengers, or even the troops and military personnel of the war. The southern passenger trade had ended with the West India Fruit charters, and the North Shore and Jean Brillant now wintered at Quebec while the North Gaspé took the North Shore winter service and one or two other ships traded on the East Coast to Newfoundland.

A Winter Competitor

While the North Gaspé was handling Clarke's St Lawrence winter trade from Pointe-au-Pic, competition came along from Rimouski in the winter of 1953-54, when Verreault Navigation of Les Méchins introduced the 456-ton Keta. A converted Second World War minesweeper with the bridge of a First World War naval trawler mounted over a new diesel engine aft and a crane mounted on her deck, she ran by summer between Quebec and Hudson Bay. At first her winter service sailed between Rimouski, Clarke's winter back-up port, and Sept-Iles, although later she moved to nearby Pointe au Père.

The Keta was not a ship that Clarke favoured, but it did charter her occasionally when it had to. She thus made the occasional Clarke voyage over the next few years, starting in 1955 with two trips, one from Montreal to the North Shore and one from Montreal to Goose Bay. Three years later, in 1958, Clarke engaged her for another trip to Goose Bay. In 1959, she made two voyages to Baker Lake in the High Arctic and two years after that, in 1961, a trip to Tilt Cove and Little Bay, Newfoundland. Half a dozen voyages in as many years did not supply her owners with much revenue, but she was a winter time competitor.

Newfoundland Cross-Trading

North Shore ships were no strangers to Newfoundland. Both the North Coaster and North Pioneer saw frequent winter service over the years between Saint John, Halifax and St John's. The North Coaster also did an early season voyage from Montreal to St John's in April 1953. In 1954, commanded by Capt Julien Ménard, the North Coaster strayed once more, making four voyages to Sandy Beach, Gaspé, after finishing at Havre-St-Pierre. The Novaport joined her on a similar voyage that August, in her case calling at Sandy Beach on her way to St John's and Bay Roberts.
Neither were Newfoundland ships strangers to North Shore ports. In 1953, for example, the *Gulfport* made four voyages to Clarke City, one to Sept-Iles and another to Havre-St-Pierre, while the *Novaport* made two voyages to Clarke City and one to Sept-Iles, and the *Admiral Fraser* two trips to Clarke City, all calls made en route to Newfoundland. Between 1954 and 1957, the *Gulfport* and *Novaport* made many stop-offs at Forestville on their way to Newfoundland, with cargoes for Hydro-Quebec. Similar stop-off calls would follow at Sept-Iles in 1958 and at Baie Comeau, Forestville and Sept-Iles in 1959 by both Clarke ships and charters.

Ships were drawn to ports as cargoes called them, depending on who was installing new plant or expanding or renewing old. And all of Clarke City, Sept-Iles and Havre-St-Pierre, for example, were now served by railway, meaning that locomotives and rolling stock provided deck cargo from time to time. Clarke ships had regularly served both North Shore and Newfoundland ports before the war, but now it diverted Newfoundland ships to make calls on North Shore ports. Much of this project cargo could easily be loaded as deck cargo, given the ability to load and secure it safely, and the ships would then continue on to Newfoundland with their under deck consumer goods and building cargoes.

At the end of 1953, the *Admiral Fraser* was sold to Australian owners and given the name *Canberra* when she arrived there in 1954. This revived the name of an earlier Australian *Canberra*, now owned by the Greek Line. This same ship, renamed *Espana*, then joined the fleet of the Flota Mercante Dominicana, where she replaced the *Nuevo Dominicano*, Clarke's former *New Northland*. The story of the *Nuevo Dominicano* is contained in the appendix entitled "The Further Careers of the *New Northland* and the *North Star.*"

**The 1954 Season Opens**

On April 4, 1954, the Sept-Iles newspaper *"L'Avenir"* commented on the local season opening, and among other things described the cargo carried by the *North Pioneer* on her first arrival of the season:

Activity in our local port is mushrooming after a comparatively short winter. Sunday afternoon we noticed the *North Pioneer*, a Clarke Steamship boat, proceeding majestically through the island passage on her way to dock under the command of Capt Sylvio Bélanger.

Notwithstanding high winds and harbour ice, the captain attempted to dock at Pte aux Basques. However, high seas frustrated the event and he was forced to proceed to the middle of the bay and anchor until the weather eased up.

The *North Pioneer* was on her first regularly scheduled trip of the summer season and Capt Bélanger of L'Islet has assumed command.
after having replaced the captain of the *North Gaspé* during the latter's holidays.

The *North Pioneer* had two hundred tons of general cargo in her holds including 2,000 bags of cement destined for the new Shelter Bay bridges which will be constructed this year.

Besides this, a large consignment of beer was also on board, the latter destined for the consumption of local residents. This will be replaced on the return trip by 40,000 cases of empties consigned to Montreal.

Capt Bélanger, who had commanded the old *Sable I* and then the *North Voyageur*, now had charge of the *North Pioneer* on the same route. He was thus well known in all the North Shore ports as fare as Blanc-Sablon.

Occasionally other ships assisted the *North Pioneer* to Blanc-Sablon, particularly with hazardous cargoes. For example the *Fort Lévis* carried a cargo of petroleum products from Montreal to Blanc-Sablon in May 1954, just as the *Jean-Eudes* had brought a similar cargo of gasoline in drums from Montreal in May 1953. These ships were followed by the 121-ton *Copaco*, owned by Capt Louis Cormier of Havre-St-Pierre, which loaded late season cargoes at Montreal for Blanc-Sablon in November 1955 and again in November 1956.

For the 1954 St John's season, Clarke chartered the 1,925-ton *Sheldrake*, a British-flag "Hansa" class sister ship of the *Novaport* and *Gulfport*. This ship was owned by the General Steam Navigation Co Ltd of London, and made her first sailing from Montreal to St John's on April 18, the first of a dozen sailings she would make in 1954. She was followed on the 24th by Clarke's *Novaport*, which on top of the eight St John's voyages she had already performed that winter from the Maritimes, would perform nine more from Montreal that summer, bringing her total to seventeen.

Three Paterson' ships opened the Corner Brook season, with the *Ganandoc* sailing from Montreal on April 16, followed by the 1,926-ton *Kingdoc* on the 29th. The 1,919-ton *Cartierdoc* took a third voyage at the end of May. Earlier in May, the *Farrandoc* also made a special voyage from Lackawanna, New York, and Montreal to Mont-Louis and Halifax, and returned from there with a cargo of cement for Canada Cement.

The General Steam Navigation Co Ltd and the "Sheldrake"

Clarke had chartered the *Sheldrake*as a replacement for the *Admiral Fraser*, to work opposite the *Novaport* on the Montreal-St John's service. The *Sheldrake's* owners, General Steam, were also the managers of the troopship *Empire Parkeston*, which before the war had been Clarke's *North Star*. After
its ships began to appear in the St Lawrence in about 1954 a few were chartered by Clarke.

In 1954 and 1955, the Sheldrake joined the Novaport between April and November on the Montreal-St John's run, and both carried fluorspar from St Lawrence, Newfoundland, to Port Alfred on their return legs. Where the Admiral Fraser had made eleven voyages to St John's in 1953, the Sheldrake made twelve in 1954. During a British seamen's strike that May, however, eighteen of the Sheldrake's crew were jailed and then sent home for disobeying the master's orders. This still did not prevent her from making an extra voyage over the Admiral Fraser the year before.

The Sheldrake was not the first "Hansa" type to be chartered by Clarke, however. As sisters of the Gulfport and Novaport, they were familiar ships to work, and another, the 1,944-ton Canford, owned by the Mundus Export & Shipping Co Ltd of London, had been chartered in the early 1950s. Like the Gulfport, the Canford had been managed by Hamburg-Süd, in her case as the Brunhilde. And like the other "Hansa" ships, she usually traded between US ports and Costa Rica and Guatemala by winter.

Cruising in 1954

Each spring, the "New York Times" carried snippets of information on Clarke's "Vagabond Cruises." But on May 9, 1954, it carried a much more detailed article entitled "Passenger Freighter Along the North Shore." Helen Claire Howes reported this time from Montreal:

If you have dreamed of a freighter trip around the world, you might, pending accumulation of enough cash, first try a week or two on a passenger-freighter in the Gulf of St Lawrence. The Clarke Steamship Company of Montreal runs vagabond sailings out of Montreal from the end of April until late November.

In-season prices (from mid-June to mid-September) range from $100 for a five-day trip along the Gaspé coast in the m.s. North Gaspé, to $250 for a seventeen-eighteen-day cruise in the s.s. Novaport. This ship passes out of the Gulf, past the French islands of St Pierre and Miquelon to St John's on the Atlantic coast of Newfoundland. Another stop is made in Canada's tenth province before the ship turns back. Port Alfred, far up the Saguenay River, is called upon on this home voyage.

There is a twelve-day trip for $135 to Corner Brook on the near coast of Newfoundland, with the vessel touching at Cape Breton Island before returning. A seven-day cruise takes you to the Magdalen Islands out in the Gulf for $125, and there are two trips along the north coast of the Gulf. On the s.s. North Coaster the twelve-day trip
for $175 is leisurely. On the s.s. North Shore the seven-day trip is brisk, with shorter stopovers, covering the same shoreline for $125 in season. The streamlined white ship saw Atlantic wartime service as a corvette.

The rates before mid-June are $20 to $50 lower, depending upon the length of the trip, than the in-season prices. For instance, seven days on the North Shore will cost only $100.

Come warmly dressed for an off-season trip. Sweaters, ski slacks or heavy suit, windbreaker, topcoat, and soft-soled shoes for deck walking. A fur coat is not out of place. Even in the hottest weather, the gulf breezes are cool at night. A few simple clothes are best, for closet space in the cabins for two is limited...

If you take the North Shore trip, you will leave Montreal in the evening and tie up below the ramparts of Quebec City in the morning. If you are energetic enough to sightsee after the enormous breakfast, there is time, for the ship stays in harbor until afternoon.

On the voyage down the river the ship passes small white villages that cling to the hills; in the valleys the snake-fenced farms slope down to the water. The stop is short at Baie Comeau, but on the return trip there is time to visit this town that produces 500 tons of newsprint every day but Sunday.

Most of these St Lawrence towns have fine harbors, but there is none at Pentecôte so a tug comes out to tie to the ship for exchange of passengers who climb over the side. Shelter Bay is a harbor protected by flat gray rocks like whales just breaking the surface. This, too, is a pulp town, and you may go ashore to follow the logs as they float down the flume and watch Les Canadiens with gaffs and peevies guide them into the chutes over the freighter standing in the dock.

A four-hour stop at Seven Islands (over 500 miles beyond Montreal) allows time to see this boomtown, pushed up by 2,000 people in two years' time. Smells of fresh lumber, drying cement, damp plaster and paint mingle with those of turpentine, tar and the salty river. There is a fine harbor near here and an airfield a few miles away. The bright new stores are full of plastic gadgets and spotless refrigerators, waiting to be bought with Sept-Iles' share of the untold mineral wealth underneath the caribou moss in Ungava to the north. If you want to stay awhile, you can be comfortable in a tourist home or new hotel for $2 to $6.

The North Shore sails as far as Natashquan if freight or a passenger remains aboard, but Havre-St-Pierre may be the last stop. Here, black shiny ilmenite can be picked up almost anywhere, for this combination
of titanium and iron oxide is mined twenty-seven miles north. This is the world's largest deposit of titanium, a metal used in jet planes.

There is a day-and-overnight stay at Quebec because many of the crew live in this old walled city. You have time to drive to the shrine at Ste Anne de Beaupré, or around Ile d'Orléans, or go dancing at Lac Beauport in the mountains north of the city. And the next morning at 6 you dock again in Montreal.

The treatment of Natashquan was reflected in Clarke's brochures, which stated simply that "Any trip may be extended to include Baie Johann Beetz and Natashquan." Sailing schedules normally showed alternate departure dates for Natashquan and Havre-St-Pierre, but in practice any voyage could be ordered to proceed beyond Havre-St-Pierre if there was sufficient inducement, and in June and July it often happened that every sailing went to Natashquan.

A Tragic Accident Befalls the "North Gaspé"

On June 29, 1954, the North Gaspé arrived back in Montreal from the Magdalen Islands, having just completed her seventh voyage of the season. She was working cargo in preparation for her next Gaspé coast sailing the next day when an accident occurred. Somehow, in the course of loading her cargo, a tank of methyl chloride fell into the hold and ruptured on impact. This released toxic fumes throughout the enclosed hold and the general cargo area.

The "New York Times" carried the story the next day under the headline "Gas Kills 3 Stevedores." In addition to the three men killed in this tragic accident, forty-five stevedores and crew members had to be hospitalised. Of these, ten collapsed and were carried ashore on stretchers by firemen wearing gas masks. About twenty stevedores were in the hold at the time of the accident and twelve had to be detained in hospital.

Nicholas Monsarrat in St John's

In the summer of 1954, Nicholas Monsarrat, famed author of "The Cruel Sea," drew a vignette of the port of St John's that appeared in the "Ottawa Citizen" on September 8, 1954, as part of a series entitled "Across Canada with Monsarrat":

The Newfoundland Hotel had given me just the room I wanted, with just the view I hoped for: across the harbour, through the narrows and strait out into the Atlantic. It's a view I had seen many times before, from the bridge of a corvette, 10 and 12 years ago...
I watched the Novaport, one of the Clarke Steamship Company's coastal ships, come in. She picked up her pilot, reduced speed for the narrows, came slowly up to the quay in a wide sweep; a small tug lent some judicious help, and then her mooring lines snaked ashore and were made fast, and she was secure alongside. Very nicely done.

Then I started watching another ship - a Furness Warren cargo liner inbound from Boston. She picked up her pilot, reduced speed for the narrows, came slowly up to the quay...

Vaguely, I realized that this could go on all day. Then luckily there was another authentic St John's touch - the fog rolled in from the sea, blanking off the whole harbour as if with a grey cloth... The rest of St John's would have to wait until tomorrow.

At the other end of the country, Desmond Clarke visited Vancouver that year and in company with Glen MacMillan, local superintendent of Canadian National Steamships, inspected Canadian National's 5,825-ton Prince George, the Alaska cruise ship that had been completed in 1948.

Although a Canadian-built successor to the three pre-war "Prince" ships, she was more like the New Northland than the North Star, in that steam reciprocating machinery by Canadian Vickers gave the Prince George a speed of only 15½ knots, compared to 23 knots for the North Star.

Nevertheless, this visit must have reminded Desmond of the glorious pre-war days of running large coastal passenger ships in the Gulf of St Lawrence. Today, however, while Clarke ships still carried passengers, cargo was king and no attempt was ever made to build or acquire such ships again.

A New Ship for Newfoundland Great Lakes

In 1954, Newfoundland Great Lakes chartered Dundee, Perth & London Shipping Co's 1,781-ton Dundee (viii), at 259 by 43 feet newly built to St Lawrence canal dimensions. Although the Dundee was the seventh of the name in the DP&L fleet, Newfoundland had known an earlier ship of the name. The Reid Newfoundland Co's 439-ton Dundee, a sister ship of the Clyde that had replaced the Lady Glover on Notre Dame Bay, had run on Bonavista Bay between 1900 and 1919. Graeme Somner wrote about the new Dundee in his book "DP&L": -

The company had ordered a new ship costing £360,000 built specifically for the Great Lakes trade, designed with a vertical bow and being one foot six inches in length below the maximum that could pass through the locks above Montreal. She was provided with 40,000 cubic feet of refrigerated space to carry frozen fish fillets from Newfoundland to the Great Lakes ports.
Dundee (viii) sailed from Burntisland on 22nd April 1954 for Manchester, where, under charter to Manchester Liners Ltd, she loaded for Montreal and Toronto. Lunan and Perth (vi) followed westwards soon afterwards ... Because of the agitation about the operation of non-Canadian vessels in Canadian coastal waters, the company formed a Canadian subsidiary, Dundee, Perth & London Shipping Company (Canada) Ltd, and ultimately the new company took over the goodwill and assets of the Newfoundland Great Lakes Steamship Co.

Each spring, the Dundee, Perth & London ships usually made their first voyages into the Great Lakes on charter to Manchester Liners' pre-Seaway Great Lakes service, before entering the Newfoundland Great Lakes trade. Manchester Liners built four pre-Seaway canal size ships of its own to trade to the Great Lakes and NGL also occasionally used one of these ships to carry cargo from the Great Lakes to Newfoundland.

In Toronto, the Newfoundland Great Lakes ships docked at Pier 15 on Queen's Quay East, where Caledon Terminals Ltd, in addition to loading and discharging the ships, specialized in handling inbound cargoes of frozen fish. Caledon's other client was Saguenay Terminals. While it had not been the original intention for Newfoundland Great Lakes ships to call at Montreal, they did. They usually loaded at Pier 45 or 47, but one exception was in 1957, when they called at 1010 Common Street, west of Black's Bridge on the Lachine Canal.

DP&L eventually took over Newfoundland Great Lakes Steamships, in 1955, and in 1957 it extended service to Botwood, using the London (vii) in a service from Montreal to supply the Anglo-Newfoundland mill at Grand Falls. The new central Newfoundland service was in addition to the line's usual run from Toronto, Hamilton and Montreal to St John's.

"North Pioneer" Passengers

Now that the North Pioneer had berths for 24, she also carried a few cruise passengers on her run to and from the Strait of Belle Isle at Blanc-Sablon. On July 15, 1954, "L'Avenir" carried a story dated six days earlier and headed "Are The Tourists Being Exploited?": -

Of all the places we have visited during our cruise on the North Pioneer, Sept-Iles has proved the most interesting declared two tourists who recently dropped into our new newspaper office.

Enthusiastic about their cruise on the Clarke Steamship Company vessel, Miss Claire Lachance of Montreal and Miss Alice Perry of Hartford, Connecticut, declared themselves "enchanted" by the sites along the North Shore.
The two ladies had only one disagreeable experience during their trip and that was in Sept-Iles. "We disliked," they related, "the fact that those taxi drivers with whom we dealt in Sept-Iles overcharged us. We were not born yesterday and we feel that this behaviour will certainly affect your tourist trade."

Continuing, one of the tourists went on to say that a number of very interesting articles had appeared in American papers recently, notably those of Boston and New York, in which the terrific developments in this vicinity were stressed. On the other hand the articles also mentioned the sale of liquor in many "unofficial" places and the "nightlife" going on in some spots besides the fact that tourists and visitors were exploited.

"It may be well to call this to the attention to your local authorities, and to your Chamber of Commerce, for I see by your paper that your Chamber here is actively engaged in the promotion of tourists for the district."

During their visit, the couple had enough time for a rapid trip around the grounds of the Iron Ore Company, a visit to the Catholic Church and a trip towards Clarke City.

They found Baie Comeau to be a very "pretty" place, and that Havre-St-Pierre was exceptionally cordial to visitors. In short, the two ladies were very satisfied with their trip and both hope to return at some future time to note the progress.

Judging from their comments on taxi fares, Sept-Iles, with its new railway and iron ore loading dock, had turned into something of a boom town.

On August 24, meanwhile, the North Shore embarked some rather special passengers when three nurses working for Saguenay Social Services brought on board seventeen infants and young children in Forestville. Ranging from three months to four years, they were on their way to new parents at points along the North Shore from Shelter Bay to Natashquan. Clarke carried the orphans to their adoptive parents and new lives free of charge.

The "St Lawrence" Brings Delegates to IOC Opening at Sept-Iles

The official opening for the Iron Ore Co project that took place at Sept-Iles in July 1954 was attended by Quebec premier Maurice Duplessis, Newfoundland and Labrador premier Joey Smallwood and George M Humphrey, American secretary of the treasury and former president of the M
A Hanna Company, one of the original IOC partners.

IOC chartered Canada Steamship Lines' St Lawrence to bring 300 invited guests to Sept-Iles. Although she normally sailed from Montreal, special Canadian National trains were organized to bring guests to Mont-Joli to board the CSL ship for the crossing to Sept-Iles. While Clarke ships had been chartered for the opening of the Quebec North Shore Paper Co at Baie Comeau and by the Union of Quebec Municipalities in 1938, none now had anywhere near enough passenger space to undertake this kind of job. Rarely did Canada Steamship Lines' Saguenay steamers venture this far downriver. It had been mainly the Richelieu that made such cruises in the past, to Anticosti, Gaspé, Percé and Charlottetown, although the St Lawrence had also been to Pictou in 1928.

The first full cargo of iron ore left Sept-Iles for Philadelphia on July 31 in the 14,113-ton ore carrier Hawaiian, one of three sister ships converted by D K Ludwig's Ore Transports Inc of New York to carry 20,500 tons of ore each. The Hawaiian had previously been a member of the American-Hawaiian Steamship Co fleet, whose Louisianan had lifted the first cargoes of newsprint from the Quebec North Shore Paper Co mill at Baie Comeau in 1938.

The first Labrador ore for the Great Lakes followed when Keystone Transports' Keydon, which Clarke had used to Corner Brook in the 1940s, loaded 3,000 tons for Toledo. Arriving in the Ohio port on August 9, she was followed by the Keyvive, the same canaller that had loaded at Clarke City for New York in November 1919, which reached Cleveland with a similar cargo on September 4. Keystone Transports had secured a rather interesting contract for these canallers in those pre-Seaway days. Within two years, the Port of Sept-Iles would be shipping twelve million tons of ore a year to US East Coast and Great Lakes ports. In 1955, the Iron Ore Co opened a new transshipment facility at Contrecoeur, 24 nautical miles from Montreal, where large bulk carriers could bring cargo for transshipment to canallers, or indeed by rail to points such as Youngstown, Ohio. This traffic would reach close to 3 million tons annually by 1956.

An Iron Ore Company affiliate, the Iron Ore Transport Co Ltd, also built two ore carriers, the 21,035-ton Sept-Iles, completed in 1956, and the 21,157-ton Ruth Lake, in 1957. This pair, managed by the Skaarup Shipping Corporation of Greenwich, Connecticut, was ordered from Swan Hunter & Wigham Richardson and carried up to 31,000 tons of iron ore per voyage to steel mills on the US East Coast.

Within five years of the first cargoes leaving Sept-Iles, the opening of the St Lawrence Seaway would mean that full-size lakes carriers could come down the St Lawrence to Sept-Iles to load 25,000-ton direct cargoes for steel mills in the Great Lakes. And in its first ten years, Sept-Iles would load out 100 million tons of iron ore. The whole nature of shipping on the North Shore
was changing.

**Changes in the Gypsum Trade**

For some time now, the *Gulfport*, on her return voyages from Corner Brook to Montreal, had been loading bulk cargoes of gypsum, usually from the National Gypsum quarry at Dingwall. But when the Dingwall quarry closed in 1954, National Gypsum opened up a new one at Halifax, with its own railway and loading dock, and shipments started in 1955. Eventually it would become the largest gypsum quarry in the world. Canada Cement and others who had been bringing their gypsum in from Dingwall now began sourcing their supplies from Halifax and Little Narrows.

In 1954, the *Novaport* from the St John's route joined the *Gulfport* in loading return cargoes of gypsum. This came about largely because the arrival of Constantine Canadian Services saw them handling the majority of the fluorspar cargoes from St Lawrence to Port Alfred. While the *Gulfport* loaded her usual dozen gypsum cargoes that year, the *Novaport* loaded five cargoes for Canada Cement and two for Gypsum, Lime & Alabastine Canada Ltd (GLA) of Toronto.

In 1954, Clarke ships, chiefly the *Gulfport, Novaport* and *Sheldrake*, loaded twenty-five cargoes of Nova Scotia gypsum, and in 1955 and in 1956 thirty more each year. In years to follow, Clarke carried many such cargoes from Halifax, Little Narrows and Port Hawkesbury and, in addition to Canada Cement and GLA, clients now included Miron & Frères Ltée in Montreal and Ciment Québec at St Basile, west of Quebec.

With the *Novaport* now loading mainly gypsum, she took only four loads of fluorspar in 1954, although the *Sheldrake* took ten. The *Novaport*'s fluorspar cargoes now become only occasional, amounting to two in 1955, one in 1956, four in 1957 and none at all in 1958, nor for any Clarke ship that year. But Clarke ships loaded twenty-five cargoes of gypsum or gypsum board in 1954, thirty-one in 1955, forty-three in 1956, forty-nine cargoes in 1957 and so on.

The reason for this was that, starting in 1955-56, Corner Brook ships could load return cargoes of gypsum wallboard from the nearby Humbermouth dock of the Atlantic Gypsum Co Ltd. The *North Coaster* had loaded the first trial cargo on July 14, 1955. Atlantic Gypsum and North Star Cement both obtained their raw gypsum from the Atlantic Gypsum mine at Flat Bay, sixty miles southwest of Corner Brook.

Cargoes from both companies helped to improve Clarke's results by giving them backhaul revenue on ships returning to Montreal. In May 1956, the *Ahern Trader*, now in the Montreal-Corner Brook trade, took on her first load of wallboard at the Atlantic Gypsum dock in Humbermouth. She
took thirteen cargoes that year, backed up by the North Coaster from the Montreal - Havre-St-Pierre service, which took three.

Clarke also chartered some ocean ships for bulk voyages, chiefly for gypsum or cement on inward voyages for Montreal. Included in this latter category were four war-built "Park" ships - Canadian National's Canadian Leader, 2,967-ton Canadian Observer and 2,963-ton Canadian Victor and Saguenay Terminals' 2,877-ton Sundial, which were used during 1954 and 1955.

Hydro-Quebec

A big source of 1950s project cargoes was Hydro-Quebec, which was developing new sources of hydro-electricity from the rivers along the North Shore. One town where this development was particularly important was Forestville. Since 1937, this port, about 170 miles downstream from Quebec, had been the source for pulpwood used by Anglo-Canadian Pulp & Paper, which it loaded into the St Charles Transportation Co's fleet of 4,000-ton converted LST's that shuttled it to Quebec in bulk four-foot logs.

Nearby, Hydro-Quebec opened a general cargo dock to serve its Bersimis River hydro-electric power dams, Bersimis 1 and Bersimis 2, built between 1953 and 1959, which in turn led to the even bigger projects on the nearby Manicouagan River that would produce two decades of activity from 1958 to 1978. A contemporary issue the "Canadian Geographical Journal" talked about activity at Forestville: -

A wharf was built at Forestville, the port town of the Anglo-Canadian Pulp and Paper Company. To this wharf came shipload after shipload of men and materials - excavators, tractors, earth movers, lathes, borers and milling machines, food, clothing...

Unlike industrial projects, that saw huge inflows of project cargoes followed by an outflow of materials that were produced at the resulting mill or mine, power projects saw the inward flow only for the dam building and power line construction phases. Thereafter shipping activity ceased as the power was sent out on power lines rather than in ships. But during the 1950s and 1960s, no fewer than thirteen new power dams were built on the rivers flowing down to the North Shore.

An indication of Hydro-Quebec's importance can be gained by looking at the cargoes Clarke carried to Forestville after 1952, when work began on Bersimis 1 and 2. In 1953, Clarke charters, mostly goelettes, delivered twenty-one cargoes from Montreal or Quebec to Forestville, and in 1954 fifteen, ten of them carried by the 317-ton steel coaster Fort Lévis, chartered from Lévis Shipping Ltd of Quebec. In 1955, the Fort Lévis made thirty-four voyages and goelettes a further twenty. In 1956, the Fort Lévis delivered
eleven cargoes and goélettes twenty-seven, and so it went. Occasionally, one of Clarke’s own ships, such as the Gulfport, Novaport or North Pioneer, also called at Forestville with special cargoes for Hydro-Quebec.

Although the Anglo-Canadian ships usually returned empty to Forestville, once or twice Clarke used them to carry cargoes for Hydro-Quebec, as for example when the 3,633-ton Robert McMichael completed discharge in Quebec and then proceeded to upriver to load an end of season cargo for Forestville, leaving Montreal on December 7, 1955. One of the Clarke brothers was still very much involved in Quebec. Walter Clarke, having reached retirement age in 1954, had decided to stay on as superintendent of Anglo-Canadian's dock facilities on the St Charles River, handling both incoming pulpwood and sulphur and export loads of newsprint.

In addition to these voyages, a large part of the traffic was carried by the subsidiary Compagnie de Navigation Charlevoix-Saguenay Ltée. At the time, Charlevoix-Saguenay operated about thirty freight voyages from Quebec to North Shore ports to Raguenau every year, using chartered goélettes. Normally, one ship was taken on for the entire season, although in some years ships were shared, loading for Clarke in Montreal and for Charlevoix-Saguenay account at Quebec. The name La Compagnie de Navigation Charlevoix-Saguenay had a nice ring to it, which met with approval from government-owned Hydro-Quebec. Although it had once been an independent company, Clarke had maintained the separate freight service after it purchased the ferry company at the beginning of the war.

In August 1954, Hydro-Quebec chartered the 8,056-ton Monarch, the largest cable ship in the world, from the British Post Office to lay 2,000 tons of three-and-a-quarter inch power cable across the St Lawrence River. Stretching 28 miles from Baie des Outardes, near Manicouagan on the North Shore, to Métis Beach on the South Shore, the Monarch laid four such cables four miles apart. Power from the 1.25 million horsepower Bersimis hydro-electric project north of the St Lawrence was to be routed to a new copper refinery being built at Murdochville, on the Gaspé Peninsula, which was set to go into operation in November 1955. Gaspé Copper Mines Ltd, a subsidiary of Noranda Mines Ltd that was formed in 1952, had access to 66 million tons of copper ore nearby at Copper Mountain and Needle Mountain. These submarine cables would be used for about ten years before being replaced by overhead transmission lines crossing the river at Île d'Orléans.

**Lévis Shipping's "Fort Lévis"**

With the 1954 season, yet another regular St Lawrence trader joined the fleet in the form of the coaster Fort Lévis, 130 by 26 feet, mentioned above, to work along with the Orléans. Clarke chartered her for two single North Shore voyages in May and July, then took her full-time from mid-September for the Montreal-Forestville-Sept-Iles run. She completed ten
consecutive voyages before closing out her first Clarke season.

The *Fort Lévis* was registered to Lévis Shipping Ltd, a company owned by Georges Gagné of Quebec, and had been converted into a coaster in 1952. Built at Greenock in 1930 as the Quebec Salvage & Wrecking Company's salvage lighter *Traverse*, she had worked from Quebec along with the salvage tug *Lord Strathcona* and been taken over by Foundation Maritime in 1944.

While on charter to Clarke the *Fort Lévis* was noted for her versatility. Taking charge of the regular cargo run from both Montreal and Quebec to Forestville, discharge port for the huge Hydro Québec developments at Bersimis, she made occasional calls as well at Baie Comeau and Godbout. In October 1956, she made a sailing to the Magdalen Islands and Summerside, Prince Edward Island, slightly out of the way for her, but areas that she had visited in her earlier life as a salvage lighter. Sailings to Prince Edward Island by any Clarke ship other than the *Magdalen* were now rare.

In 1957, when Clarke placed the *Fort Lévis* on the Quebec-Sept-Iles run, she became one of the first ships other than the *North Gaspé* and *North Shore* to operate weekly, leaving Quebec on Tuesdays. On this run, she worked together with the *Orléans*, sailing from both Montreal and Quebec, but with sailings spaced about every eight to ten days. In 1959, the *Fort Lévis* started co-loading cargoes on the same weekly Quebec-Sept-Iles route for both Clarke and La Compagnie de Navigation Charlevoix-Saguenay, which had previously operated the separately subsidized Quebec-Ragueneau service using chartered goélettes.

In her final season in 1960, Clarke would assign the *Fort Lévis* to main line service from Montreal and Quebec to Sept-Iles and Havre-St-Pierre. Like the *Orléans*, the *Fort Lévis* participated in the backhaul pulpwood trade from South Shore ports, but only during 1955, 1956 and 1960 when she was sailing from Montreal, as much of this pulpwood was destined for Trois-Rivières, upstream from Quebec.

As she had inherited a strong hull from her salvage days, Clarke also occasionally used the *Fort Lévis* in the winter service from Pointe-au-Pic, as a back up for the *North Gaspé*. Then, in 1960, it engaged her for three voyages to Goose Bay and two from Mont-Louis to Montreal with copper.

Although Clarke kept the *Fort Lévis* in its employ until 1960, she changed owners in 1958, when she was acquired by Robert Leclerc of Lévis. In 1961 she was bought by Basile Dufour of Montreal. But later, after being damaged by ice off the Magdalen Islands, she would be broken up at St-Laurent in 1964.
The Freight Services in 1954

After the 1954 season had ended, from a company paper prepared in early 1955, we learn a little about the company's various cargo flows in 1954:

During the year 1954 these services transported 178,000 tons between ports on the Gulf of St Lawrence. Of this amount, 72,000 tons were transported from Canadian mainland ports to Newfoundland. A further breakdown of tonnage which was moved to Newfoundland shows that approximately 59,000 tons moved from Montreal and a total of 13,000 tons from the Maritime ports of Saint John, NB, and Halifax, NS. The greater part of this tonnage was discharged at the ports of Corner Brook and St John's, Newfoundland, but various small amounts were delivered to the ports of Bay Roberts, St Lawrence, Argentia, Wabana, Stephenville, Tilt Cove and St Anthony.

This shows us that while Newfoundland now accounted for 40 per cent of Clarke's cargo activity, fully 60 per cent of the cargo the company carried was bound for the North Shore, Gaspé and the Magdalen Islands. And we also see that winter sailings from the Maritimes accounted for 20 per cent of the cargo to Newfoundland. Meanwhile, traffic moved from Canadian Great Lakes ports to Newfoundland by Constantine Canadian Services and Newfoundland Great Lakes reached more than 30,000 tons in 1954.

While looking at the tonnage carried by Clarke, it is worth remembering that rarely does a coastal ship sail on full draft when it is loading general cargo. General cargo shipped in these trades, especially items such as potato chips and breakfast cereals, was much more voluminous than weighty, so ships filled long before their full load draft was reached. Thus, the 178,000 weight tons of general cargo carried by Clarke ships in 1954 might have been the equivalent of 500,000 tons or more of bulk cargo, or 500,000 "measurement" tons.

The mention of St Anthony is interesting as during the summer of 1954, and that summer only, the North Pioneer made a number of voyages that recalled the days of the New Northland and North Star, sailing through the Strait of Belle Isle to St Anthony. On her July 21, August 18 and September 3 and 20 sailings from Montreal, the North Pioneer had proceeded beyond Blanc-Sablon to St Anthony, with the September 20 voyage also going to Tilt Cove. Thereafter, however, she resumed her usual summer turnaround at Blanc-Sablon and winter voyages on the accustomed Newfoundland routes. The only exception thereafter was an extension of one of her usual Blanc-Sablon voyages to Cook's Harbour, Newfoundland, on the other side of the Strait of Belle Isle, in August 1959.
The "Fleurus" in 1954

The Anticosti Shipping Co's motorship Fleurus continued to offer 10-night St Lawrence cruises from Victoria Pier, and in the summer of 1954, as in other years, she left Montreal together with Clarke ships on several occasions. On July 5, she sailed just after the North Gaspé left for Gaspé and the Magdalens. On July 27, she sailed with both Clarke ships, the North Gaspé on her shorter trip to Gaspé and the North Shore to the North Shore. This was one of the rare post-war occasions on which three white-hulled passenger ships departed Victoria Pier together. Leaving within the space of half an hour, the Clarke ships sailed at 7:30 pm, and the Fleurus at 8 pm. The three passenger ships were also together the following day at Quebec, with the North Gaspé departing at noon, the North Shore at 3 pm and the Fleurus at 5 pm.

On June 24 and again on August 19, the Fleurus left on the same day as the Gulfport sailed for Corner Brook, and on July 16 and August 7, she sailed together with the Novaport for St John's. The Newfoundland ships usually sailed in the afternoon, however, leaving the Fleurus behind until her usual 8 pm sailing time. Finally, on September 9, the North Coaster departed at 3 pm on her usual North Shore freighter cruise, and the Fleurus followed five hours later, with the two ships leaving Quebec together the following day at 5 pm.

On most of these dates, one of the Canada Steamship Lines Saguenay steamers sailed at 6:45 pm as well, making for a busy time at Victoria Pier. Before sailing, the Fleurus was docked overnight at Montreal, something that only the North Gaspé did otherwise, when she ran every second week to Gaspé.

The lead-in fare for the Fleurus was now $170, a slight reduction on earlier levels, whereas shore excursions had risen to $40 payable in advance, a substantial increase over the original post-war level of $26, and even the $33 of the year before. At this point, however, the Fleurus had only two more seasons left in a long career, one that would stretch just a year over three decades in the St Lawrence.

The Iron Ore Co Winter Service

The service that the Keta had offered the previous winter from Rimouski had been supported by the Iron Ore Co, whose Easton could not operate in ice-filled waters. In 1954-55, the Iron Ore Co chartered the 749-ton Arctic Sealer, another war surplus ship, from the Shaw Steamship Co. A former diesel-electric net layer, she had been converted at Halifax into an ice-strengthened ship that could trade as a coaster when not sealing or operating on charter as a survey ship. The last ship of the season to leave
Montreal, on December 22, 1954, she went into service on the Iron Ore Co's winter run between Rimouski and Sept-Iles. "Canadian Shipping & Marine Engineering News" gave further background in the spring of 1955:

This season a ship sufficiently reinforced to move essential supplies and considerable heavy equipment into the rail terminal at Sept-Iles ... the *Arctic Sealer*, which has engines of 1,800 hp, operated successfully across to Seven Islands during the months of December '54 to February '55...

R J Sutcliffe, traffic manager of the Iron Ore Company of Canada Limited, explained to "Canadian Shipping & Marine Engineering News" that for the last four years that company had offered a winter ferrying service to Seven Islands. Said Mr Sutcliffe, "the run has been from Rimouski, on the south shore, and from Pointe-au-Pic on the north shore, both railheads, the former 155 miles, the latter 165 miles from Seven Islands.

The *Arctic Sealer* started running into heavy ice at Rimouski in February but was able to continue hauling cargo until February 20. In late spring, the *Arctic Sealer* usually operated as a sealer and by summer she was chartered to the US and Canadian Governments for service in the Canadian Arctic or in Greenland. She was finally lost in ice off Newfoundland on April 15, 1963, less than a month after the *Arctic Bear* sank off Nova Scotia. The *Arctic Sealer*'s crew managed to escape across the ice to her 900-ton fleetmate *Arctic Endeavour*, another former diesel-electric net layer.

The service from Pointe-au-Pic, operated by the *North Gaspé*, that winter performed a dozen sailings between Pointe-au-Pic and Sept-Iles. She was supplemented by one trip each of the *Matane*, on her way to Matane, and the *Fort Lévis*, to Forestville in March and April. Among the *North Gaspé*'s cargoes that winter were a number of consignments for the Bell Telephone Company at Sept-Iles for the new early warning radar system.

In 1956, R J Sutcliffe chose to leave the Iron Ore Co to form the Sutcliffe Shipping Co Ltd in Montreal, while Clarke eventually announced that its winter service would include "departures from Pointe-au-Pic and Quebec, as well as a ferry service from Rimouski."

**Cruising from Pier 34 in the "North Shore"**

In 1955, Montreal's Pier 34 became the main base for Clarke cargo sailings, with the passenger ships joining the cargo ships there. Pier 34 had over 44,000 square feet of shed space compared to just 12,970 square feet available in the Clarke shed at Pier 23, Victoria Pier. In the mid 1950s, Clarke's Montreal departure piers tended to change slightly from year to year.
That July, Ivan Brookes, who had worked in Clarke ships before the war, cruised from Montreal to the Gulf of St Lawrence in the *North Shore*. Brookes' account of his cruise, "A Summer Trip Down the River," appeared in the March 1956 issue of "Steamboat Bill of Facts": 

On a recent sweltering July day, at about 6:30 pm, I boarded the steamship *North Shore* at Shed 34 in Montreal for a return to the North Shore of the St Lawrence River and Gulf. It was my first visit in 17 years to that land of crystal-clear air, the Laurentian Mountains, the pulpwood, the sand and rocks, the cod, and the salmon - and above all, one of the last strongholds of coastal shipping. For, down along the North Shore there are still many ports whose life depends on coasters - little settlements where the wharf is the most important and the most used structure...

We left Shed 34 promptly at 7:30 and made our way down the harbour past the almost unbroken line of vessels discharging and loading: the coaster *Orleans*, for Seven Islands; *North Pioneer* for Harrington and Blanc-Sablon, out on the Labrador coast; the old laker *Easton*, loading for Seven Islands ... ships for ports across the seas. Down at Montreal East, among the oil refineries, we berthed to take on oil and then, as the sun went down behind the island of Montreal, cast off and swung out into the channel, bound for Quebec.

The more prosaic style of Clarke's post-war cruises was reflected in the fact that the *North Shore* called at an industrial Montreal East bunkering dock before setting off on her voyage. In previous days, company cruise ships had had their bunkers delivered to them by refuelling barge before they sailed.

Of the ships Brookes mentions, the *Orléans* was the wooden motor coaster that Clarke chartered from the Coulombes of St-Laurent for the Montreal-North Shore run. As Brookes sailed by, she was loading for her eighth voyage out of eighteen to Sept-Iles that year.

**The "Vagabond Cruise"**

The gradual change from tourism to industrialization was reflected in the rest of Brookes' voyage account, which picks up again the next morning, after the *North Shore* had made the usual overnight trip down from Montreal:

We berthed in the Louise Basin at Quebec about 8 am, for a 7-hour layover, which permitted the ship to take on extra cargo... The sailing list said 3 pm, but the purser's little blackboard said 6 - a fan in the cargo space was ailing and must be attended to.
Finally, at 6:15, North Shore got away. Once out in the basin, we swung smartly downriver and left Quebec simmering on its rock. The St Charles estuary opened to port, and ahead lay the pastoral Isle of Orleans, with the village of Ste Petronille perched on its upstream point. To starboard, Lauzon, and its shipyards jutted into the river...

Following the main channel along Orleans' south side, we steamed past St-Laurent and St Jean, through evening into night - past Bellechasse Island Light over in the south channel, and then past St Francois at the foot of the island, where the Orleans Channel flows in and the black bulk of the Laurentians closes in from the north.

On the third day, after having spent the night steaming downstream from Quebec: -

At breakfast we were passing the Manicouagan Peninsula, 200 miles below Quebec City in a stretch of river averaging about 26 miles wide. The Laurentians lay close to the shore on our left, and the Notre Dame Mountains were visible to the south... At 10 am we were berthed at Baie Comeau, "the City of the North Shore," on the west side of English Bay. This neat modern town with its large paper mill was begun in 1936 when the 75,000 horsepower hydro-electric plant was built on the Outardes River. The newsprint made here is shipped to the "New York News," the town and mill being owned by the Quebec North Shore Paper Company. Two large Government wharves with a slip between provide ample accommodation for coasters and newsprint carriers...

Just as we were about to leave, the little motorship Rimouski came in on a special trip. She normally operates between Rimouski, Forestville and Ragueneau.

Leaving English Bay, we passed close to St Pancras Light and headed down the coast for Franquelin, 11 miles away... At Franquelin, the laker Shelter Bay was loading pulpwood for Thorold, Ontario, for the "Chicago Tribune." After a ten-minute stop, we departed... Some 15 miles downriver ... we berthed at Godbout. Across the wharf, the laker C A Ansell was loading pulpwood for the St Regis Paper Company.

After a brief stop we continued east for 11 miles to Pointe des Monts, with its great stone lighthouse. Rounding the point, we had our final view of the south shore, for here the St Lawrence begins to expand, until it reaches a width of 64 miles at Pointe-Noire. Below Pointe des Monts, all light stations are officially listed as in the Gulf of St Lawrence.

Six miles beyond the point we passed the St Lawrence Paper Company town of Trinity Bay; then the north shore gradually disappeared as we
struck across toward Pointe-Noire. We were on our way to the iron-ore port of Seven Islands, and off to starboard a large British ore carrier passed, upbound to Contrecoeur, while beyond her an ocean cargo ship sailed a course parallel to ours.

The little Regina Polaris, formerly a wooden-hulled minesweeper, sailed by en route from Seven Islands to the south shore port of Matane.

At 7 pm we passed between Pointe-Noire and West Rock, the westernmost of the seven islands which enclose Seven Islands Bay, and make it a perfect harbour for the great iron-ore traffic that is developing there. We docked first at the Gulf Pulp & Paper Company’s wharf, where we unloaded cargo and passengers for Clarke City, 9 miles inland on the Ste Marguerite River. Our stop here gave us just time enough to make a tour of inspection aboard the new coaster Mont-Ste-Marie, berthed across the wharf, waiting to load sulphite pulp.

Moving across the bay, we tied up at the new Government Wharf at Seven Islands. Astern of us lay the Norwegian tanker Milena, discharging 115,000 barrels of diesel oil for the Quebec North Shore & Labrador Railway, which transports the ore, 360 miles from Schefferville, in the Knob Lake mining district on the Quebec-Labrador boundary. This is the first railway ever built for full diesel-electric operation.

At the far end of the dock lay the ... ore carrier Marore loading ore for Sparrows Point, Maryland. Such loading is accomplished by means of two conveyor-type machines fed by two longitudinal belts, which in turn are fed by car-hoppers situated at the top of a hump.

The 296-ton Regina Polaris was another chartered ship, in the service of the Lower St Lawrence Transportation Co between Rimouski, Sept-Iles and Havre-St-Pierre. The three-year-old 350-ton wooden motor coaster Mont-Ste-Marie was working for the Gulf Pulp & Paper Co when Brookes inspected her, although she had made a couple of voyages for Clarke in 1954 and would make five more later in the year. Her first 1955 Clarke sailing would leave Montreal on August 29 bound for Shelter Bay and Sept-Iles.

Meanwhile, the two lakers he had encountered at Franquelin and Godbout, the Quebec & Ontario Transportation Co's 1,670-ton Shelter Bay and the 1,940-ton C A Ansell, owned by Colonial Steamships Ltd of Port Colborne, Ontario, were typical Great Lakes canallers. The 8,558-ton Marore, on the other hand, encountered at Sept-Iles, was a US-flag ocean-going ore carrier owned by the Ore Steamship Corp. This company was controlled by Pickands, Mather & Co, one of the prime backers of the Iron Ore Co of Canada. The 11,436-ton Milena, meanwhile, was a brand-new tanker, having
just been completed a month earlier, and was on her maiden voyage.

**Beyond Sept-Iles**

After Sept-Iles, the *North Shore* continued on down the scenic coast for which she was named:

Leaving the bay, we headed east down the coast with the sentinel of Seven Islands - Caroussel Light - flashing its farewell along our wake...

We rolled out of bed at 5:30 next morning, to the tune of seamen's boots on deck and the crash of the gangplank on the wharf at Thunder River. We were out of pulpwood country; truckloads of frozen cod awaited us in exchange for general cargo. After an hour or so, we proceeded eastward toward the Mingan Islands. The coastline here is low, as is the land immediately behind it. Isolated groups of low but very abrupt mountains appeared in the distance.

After a brief stop at Magpie, where we unloaded some cargo into a small boat, we steered straight for Perroquet Island, westernmost of the Mingan group. Passing close by the flat, table-like rock with its light station, we altered course to enter the Mingan Channel. Far to the south, the low bulk of Anticosti Island stretched out into the Gulf...

After passing Mingan Island to starboard, we closed with the shore and steamed into the narrow gut between Harbour Island and the mouth of the Mingan River, berthing at the Government Wharf at Mingan. We were greeted here by the local band of Montagnais Indians, who come to meet all ships to see and be seen, and perhaps to sell a few souvenirs to the passengers...

From there to Havre-St-Pierre, our easternmost port of call, we sailed through the beautiful Mingan Islands - Large, Quarry, Niapisca, Quin and Fright Islands being left to starboard; Moutange and Moniac to port. About 18 miles from Mingan we tied up at Havre-St-Pierre, on the north shore of the narrow channel behind Eskimo Island. This channel forms an excellent harbour, with shelter from all winds.

Havre-St-Pierre, until recent years a fishing and trapping centre, is district headquarters for Labrador Fisheries and shipping port for the Quebec Iron & Titanium Company, whose mine is at Allard Lake, 20 miles inland via the company's railroad. While we were berthed there, the British steamer *Kingsbridge* of London arrived to load ore. After the remainder of our cargo had been discharged and the cases of frozen salmon stowed in the refrigerator hold, we witnessed the progress of our chief steward up the gangway, carrying a large and dripping halibut.
The 7,162-ton *Kingsbridge* and 7,132-ton *Kingsmount* were former "Park" ships, owned by the Kingsport Shipping Co Ltd of Montreal, an affiliate of Goulandris Brothers of London. That January, the *Kingsbridge* had been aground on the Isle of Wight, refloated after a week and repaired at Southampton. In June, she had undergone further repairs at Montreal for damage sustained during an April crossing from Antwerp to Halifax. In August 1956, she would sail on the first of several northern voyages, from Montreal to Coral Harbour, Chesterfield Inlet and Rankin Inlet, supporting the installation of early warning radar lines in the Canadian Arctic, but for now, five years after the new mine opened, she was carrying ilmenite to QIT in Sorel.

**The Homeward Voyage**

The *North Shore* did not proceed as far as Natashquan on this trip, but turned at Havre-St-Pierre, from whence she returned to Quebec and Montreal: -

Our return up the coast to Baie Comeau was punctuated by the same ports of call, made at different hours of the day. Then there was the night when rain beat on the decks and the steward woke us at 1 am closing the portholes, and the *North Shore* lurched and rolled a little - just enough to let us know we were at sea. Being far ahead of schedule, we docked one morning for the purpose of killing four hours, then continued up past St-Siméon.

We were now in narrower water and were meeting more shipping; the passenger steamer *St Lawrence* downbound to the Saguenay, and most of the fleet of the St Charles Transportation Company, three former LST's. One, *Guy Bartholomew*, passed close by. Like her sisters, she has had no beauty treatment since being sold for commercial use. Her slab sided hull is black; her small superstructure aft is grey. Up forward, like a huge bedspring on edge, stood her rack to support the huge deckload of pulpwood, which is now her main payload. She had logged a few miles since she left her birthplace on the Illinois River.

She growled away astern of us, heading for Forestville for more wood, one of her sisters keeping pace closer inshore against the steep Laurentian hills. Another sister was just disappearing into the Ile-aux-Coudres Passage away off to starboard, and you'd wonder how the steersman could see over that woodpile on deck.

The *Guy Bartholomew* had been at Normandie in June 1944 as the American *LST.497*, as had the *North Shore* as HMCS *Lindsay*. The LST, one of four acquired by Anglo-Canadian Pulp & Paper Mills, had been purchased in
January 1948 and named for an executive of the "Daily Mirror" who had started with the paper in 1904 and converted it into a tabloid in the late 1930s. Bartholomew had become editor of the "Daily Mirror" after its sale by Lord Rothermere in 1931, and had just retired as chairman the year before Brookes' voyage. The *North Shore* thereafter departed from the main channel, turned south from Ile-aux-Coudres and after coasting along the St Lawrence south shore, arrived back at Quebec: -

To the tune of the dinner bell, we entered the Louise Basin at Quebec and tied up at Shed 19. Moored along the causeway diagonally opposite us were coasters. Directly opposite us the laker *Barrie* was unloading grain at the elevator legs ... and around the corner in the Custom House Basin was the coaster *Jean-Eudes*...

The final leg of our trip began with our departure from Quebec in the late afternoon, heading upstream past the city wharves, the Government wharves and the Wolfe's Cove terminal...

But all good things come to an end, and night had caught up to us. There was the packing of bags to be done and the final words with our fellow passengers, for the next morning in Montreal would be brief and hectic.

Like the *Orléans*, the *Jean-Eudes* was a chartered vessel. Smaller than the *Orléans*, she was loading for her seventh trip of fifteen that season for La Compagnie de Navigation Charlevoix-Saguenay's freight service from Quebec to the North Shore. Her owner, Capt J Henri Piuze, was well known to Clarke as before the war, he had served with the Lower St Lawrence Transportation Co in the *Manicouagan*, *Marco Polo* and *Matane I*. The 1,824-ton *Barrie*, meanwhile, was another member of Canada Steamship Lines' large fleet of canallers.

Back to Victoria Pier

As Pier 34 was a little downstream from the Jacques Cartier Bridge, departures were much less dramatic than they had been from Victoria Pier, where ships would swing out from the pier, catch the current and then sweep down under the bridge before proceeding down the St Lawrence. Nevertheless, passengers still had the long sweep of Montreal's port before following the St Lawrence Ship Channel past Varennes, Verchères, the Richelieu River at Sorel, Lake St Peter and Trois-Rivières to Quebec.

The drama of the Victoria Pier departure would soon return, however, at least for a while. In 1956, "Vagabond Cruises" on board the *North Shore*, *North Gaspé* and *North Pioneer* once again used Victoria Pier, while Pier 34 hosted the *North Coaster* and Pier 35 the *Gulfport* and *Novaport*. The three "passenger" ships would sail from Victoria Pier through the 1958 season.
Capt Georges Caron, in command of the *North Shore*, and with over twenty-five years with the company, was by now Clarke's senior master.

**To Goose Bay and The High Arctic**

The first 1955 sailing from Montreal to Corner Brook was taken by Paterson's *Ganandoc* on April 13, which made a call en route at Forestville, followed by a second voyage from Montreal on May 14.

Another Paterson ship, the 2,407-ton *Wellandoc* made four autumn voyages. The *Wellandoc* was an unusual ship in that unlike her fleetmates, which were of the standard lakes design with bridge on forecastle, her bridge had been relocated amidships during the time she had spent overseas between 1946 and 1951.

Of the four voyages she made for Clarke, one was to Corner Brook and one to St John's via Forestville, while the other two were late season return voyages with gypsum. Between these, she managed to squeeze in an October trip for competitors Newfoundland Great Lakes from Hamilton, Toronto and Montreal to St John's. It was unusual for them to charter a ship when they had their own.

Clarke meanwhile engaged the 522-ton *Patricia Sweeney* to assist the *Gulfport* on the Corner Brook run that summer, with her first sailing from Montreal on April 30. The *Patricia Sweeney* undertook sixteen voyages to Corner Brook that season, and with the two ships Clarke was able to offer close to a weekly service. This ship was one of two "C" Type motorships owned by Walter L Sweeney of Yarmouth, Nova Scotia. The other, the *Mary Sweeney*, had earlier worked for Newfoundland Canada Steamships between Halifax and Corner Brook. She was the smallest ship Clarke ever ran in its regular scheduled services to Newfoundland.

The advantage of her small size, however, was that she was able to load gypsum sheets at Humbermouth for discharge at Montreal, where the consignee was located in the old Lachine Canal. This meant that ships discharging there were limited to the dimensions of the old St Lawrence canals. It also meant that although Humbermouth was right next door to Corner Brook, the *Gulfport* had to occupy herself taking larger gypsum cargoes from Nova Scotia. After her last load back from Humbermouth in late November, the *Patricia Sweeney* undertook a December 7 voyage from Quebec to Baie Comeau, Shelter Bay and Sept-Iles.

It was in 1955 that Clarke decided to enter the northern trades. Until about 1954, the Canadian bases at Goose Bay, Labrador, and further north had been supplied by ships of the US military, usually in conjunction with re-supply missions to their own bases in Goose Bay and Greenland. In this, the time of the Cold War, there were still two bases at Goose Bay, one run by
the Royal Canadian Air Force and an even larger one dedicated to the United States Air Force. On May 23, 1955, the following announcement appeared in "The Gazette" in Montreal:

Goose Bay Service: Regular freight service direct from Montreal to Goose Bay, Labrador, has been announced by Clarke Steamship Co Ltd. First sailing will be from Montreal early in June. Subsequent sailings will be every 21 days throughout the season.

The Clarke Line operates regular freight services to Newfoundland from Montreal with its Novaport and Sheldrake and to Corner Brook by the Gulfport.

Services to Baie Comeau, Seven Islands and other of the north shore ports of the Gulf are maintained by the company's passenger-freighters North Shore and North Coaster, with Havre-St-Pierre and Natashquan as eastern terminal points. Another Clarke passenger-freighter, the North Gaspé, operates to Gaspé coast ports and to the Magdalen Islands.

Goose Bay soon began to appear in the sailing schedules of the Clarke Steamship Co. In its first year, Clarke chartered seven different ships for fourteen voyages from Montreal to Goose Bay and one more to Frobisher Bay (now Iqaluit) on Baffin Island. Meanwhile, Crosbie & Co Ltd of St John's, who since 1947 had been looking after the shipping requirements of first the Pinetree Line and then DEW Line early warning radar stations, began to serve Goose Bay with a newly-formed subsidiary, Chimo Shipping Ltd.

The most interesting ship Clarke used to supply Goose Bay in its first season was probably the 560-ton Eastore, a Royal Canadian Navy supply ship with civilian crew. CNAV Eastore, pendant number AKS.515, had been used as a tender at the Coronation fleet review in 1953. This little vessel made four Goose Bay voyages for Clarke, departing Montreal on June 15, July 19 and August 2 and 29. Another was Job Brothers 263-ton wooden coaster Zipper, a converted US-built 136-foot minesweeper, which made three voyages, on June 17 and on October 4 and 31.

The Ahern Trader, meanwhile, was chartered from Ahern Shipping for a single voyage to Frobisher Bay in July, and three voyages to Goose Bay, on September 10, via Sept-Iles, September 29, via St-Augustin and Blanc-Sablon, and October 19. The Ahern Trader had started the 1955 season with Newfoundland Great Lakes Steamships, leaving Montreal's Shed 47 on April 13 for St John's and Clarke took her on in early June, for two voyages from Montreal to Tilt Cove, one to Wabana and three to the North Shore. Four more ships performed one voyage each to Goose Bay between June and October.

Capt Francis Poole, harbour master at Goose Bay for many years,
mentioned the ships that served that port in his series "Stories of Life on the Rolling Seas" in "Seaports & the Shipping World" magazine. This is an excerpt from the March 1981 issue:

The Canadian side was serviced from Montreal by Crosbie's Chimo Shipping Company with their well found ships and by Clarke Steamships with chartered vessels ... while the American side was served by the MSTS's "Victory" ships, fine solidly-built ships, some of which had speeds of up to 18 knots, plus smaller type MSTS refrigerated ships from their depot in Brooklyn. Fuels arrived in their T2 tankers...

The Hudson's Bay Company's posts were supplied by their own supply ship m.v. Rupertsland. She made two trips from Montreal in the spring of each season, with supplies for their various posts on the Labrador coast with the final port, Goose Bay.

The Military Sea Transportation Service, or MSTS was the successor to the US Army Transport Service that had chartered Clarke's North Gaspé and Jean Brillant during the war. It later became the Military Sealift Command.

In addition to Clarke and Chimo, Canadian National still operated the old coastal steamer Kyle, which had been running on the coast when the first North Voyageur and the New Northland had cruised to Labrador. The Labrador coast run, starting at St John's and finishing at Nain, was almost 1,300 nautical miles each way and it took about eleven days to complete a full round voyage. The Kyle called not only at Goose Bay, where she stayed overnight, but also at Rigolet and North West River, serving forty different towns and settlements in all. She lasted until 1958, and was replaced by the Burgeo in 1959. Other CN coastal ships would follow.

The December 1983 issue of "Seaports & the Shipping World" carried Poole's memories of a voyage he made from Montreal to Goose Bay in a Chimo ship:

Undoubtedly the Labrador coast, after leaving the Straits of Belle Isle, is really rugged and rocky and looks inhospitable with no signs of trees or scrub. After entering Hamilton Inlet, low bushes and stunted trees begin to appear around the foot of the high ground on both the islands and the mainland. On approaching Rigolet Narrows the trees become taller and more dense as they get further away from the salty winds of the North Atlantic. By the time Melville Lake is reached, the country becomes more heavily wooded with black and white spruce, birch, alder, juniper, etc, with occasional areas of muskeg (swamp) in the low lying areas.

Elsewhere in 1955, announcements had been made that a new mine was to be opened at Wabush Lake, Labrador, and a railway line built to
connect it with the Quebec North Shore & Labrador Railway at Knob Lake. A company called Javelin Mines Ltd was reported negotiating with European groups to sell them 2,000,000 tons a year of ore, and that August contracts were awarded for the construction of the 45-mile railway.

Clarke ships, both owned and chartered, would bring in most of the project cargoes, machinery and supplies needed to build Wabush Mines, its railway and its town site. Clarke's move to bigger dock space in Montreal thus made it easier to handle larger deck loads such as locomotives, rolling stock, rails and other items such as the 27-foot work boat *C S Lewis*, built at Owen Sound in 1956 and shipped to the Gulf Pulp & Paper Co at Clarke City.

While the *Sheldrake* made eleven voyages for Clarke between Montreal and St John's in 1955, she would spend the summer of 1956 running between Montreal and Hudson Bay for the St Paul Shipping Co Ltd, making only two late season voyages for Clarke. Although the *Sheldrake* would not be used by Clarke again, two more General Steam Navigation ships would work for Clarke in later years.

### Shipping Lines to Newfoundland

After Newfoundland joined Canada, the number of shipping lines serving the latest province from the mainland increased substantially. Before 1949, it had been served by Clarke, Furness Withy, Newfoundland Canada, Blue Peter and Shaw. Of these, only Clarke and Furness Withy carried passengers, although the Newfoundland Railway ran the 2,045-ton ferry *Cabot Strait*, a 1947-built replacement for the *Caribou*, between North Sydney and Port aux Basques.

Furness Warren Line's *Newfoundland and Nova Scotia* ran regularly between Boston, Halifax, St John's and Liverpool. And although they were essentially Transatlantic vessels, they carried cargo and passengers between Boston and St John's and constituted the remaining Furness Withy service to Newfoundland.

By 1955, the number of lines serving Newfoundland had increased to ten. Three newcomers were Newfoundland Great Lakes, Constantine Canadian Services and Gulf & Northern Shipping. And while the Crosbies had formed Chimo Shipping at St John's in 1954, mainly to serve the north, it also traded to and from Newfoundland. The fifth newcomer was Canadian National, now operating not only the Newfoundland Railway's North Sydney–Port aux Basques ferry service and a network of coastal ships, but also numerous coasters trading between Newfoundland and Nova Scotia. Some of these were owned, but most were chartered from owners in Newfoundland, Nova Scotia and Quebec.

On the bulk side, the Dominion Shipping Co, successor to the Black
Diamond Line, took iron ore from Wabana and gypsum from Port au Port, Newfoundland, to Sydney, and loaded coal there for Newfoundland and St Lawrence ports. While not a general cargo operator it took other cargoes where they could be found, particularly when Sydney was closed by ice in the winter time. Between 1946, when they were acquired, and 1964, when they transferred to Liberian registry, its three owned ships carried about 31.5 million tons of iron ore and 6 million tons of gypsum.

As in the past, as many as twenty ships were also chartered, making Dominion Shipping the largest employer of vessels in the Eastern Canada coasting trade. Some shipments were also carried from Wabana to the UK. Unlike the old Black Diamond Line, which had suffered a series of calamities in the 1910s, these ships ran rather well. The only post-war incident, other than strikes, was a collision between the 7,130-ton Wabana (iii), one of the owned ships, and the 19,730-ton outward bound Cunard liner Scythia thirty miles off the Gaspé coast on June 5, 1952. Neither ship was seriously damaged but it was an eerie reminder of the Storstad and Empress of Ireland four decades earlier.

In March 1955, a new firm, the Bowater Steamship Co Ltd, was formed to look after shipments to and from the newsprint mill at Corner Brook, with Furness Withy acting as managers for the first couple of years. In 1959 the Bowater Steamship Co also took over the Mersey Paper Co fleet of four ships in Liverpool, Nova Scotia, and between 1958 and 1961 it built seven new ships for the paper trades. In 1962, after a long absence, Cayzer Irvine was appointed to manage and crew the Bowater Steamship Co fleet. Cayzer Irvine, as well as having been the owners of the Nayarit and Colima, had managed the Corner Brook newsprint ships between 1927 and 1937.

**Gulf & Northern Shipping Co Ltd**

Gulf & Northern Shipping was a subsidiary of shipbuilder and repairer Ferguson Industries Ltd, which had taken over the Pictou shipyard in 1950. It entered the Charlottetown-Pictou-St John's trade in 1955 with the 803-ton motorship Fergus, formerly Blue Peter Steamships Blue Seal. Indeed, the Fergus took over this subsidized service from Blue Peter's own Blue Prince, which had been on the run for the previous three years. The president of Ferguson Industries, Allan Ferguson, had received his master's degree from McGill University in 1930 and worked in Montreal during the 1930s before becoming president of the Pictou Foundry & Machine Co Ltd in 1940. He was also mayor of Pictou between 1948 and 1957.

The Fergus was of course none other than the former Sable I, now running on her second diesel engine. Before Blue Peter disposed of her in early 1954 they had removed her first to install it in the second Blue Peter II, converting yet another steamship. Ferguson now installed a more powerful engine before placing the Fergus into service from Charlottetown. After
sailing for a dozen years to Newfoundland for Farquhar and twenty years to
the North Shore for Bras d'Or Bay and Clarke, the Fergus was back sailing to
Newfoundland again.

Ironically, as the Sable I, she had held this same contract for Farquhar
forty years earlier, between 1916 and 1918. Knowing her strong hull and
seeing that she was now a motorship, Clarke even enquired about her fuel
consumption, possibly with an eye to employing her as a back-up in the St
Lawrence winter service in 1955-56. Instead, the North Gaspé mounted a
weekly winter service from Pointe-au-Pic on her own that winter, managing
to achieve a 7¼-day turnaround in the period from mid-January to early
April.

Gulf & Northern's Fergus was quite successful in the Charlottetown to
St John's trade, in which she operated during the open season for many
years. One of the more memorable events of her career occurred on August
23, 1961, when she rescued the eight crew of the 334-ton coaster Perry, in
distress about 60 miles northwest of St Pierre.

**End of Season Charity Shipments**

Clarke ships also made the news from time to time as at the end of
each season they carried parcels for certain charities free of charge. "The
Gazette" reported on two ships participating in this activity on November 8,
1955: -

Winter comes early to Quebec's North Shore Labrador Coast and the
Magdalen Islands in the Gulf. So early this month the North Pioneer
and North Gaspé leave Montreal on their last voyage before winter sets
in. A special cargo will be aboard each ship addressed to Red Cross
Juniors in the schools of Saguenay County and to the Red Cross
Nursing Outposts of the Magdalens. The cargo - many cartons
of toys, books, games, candy from Juniors here. Teachers and Red
Cross nurses hide these gift until Christmas arrives.

A similar report in "The Gazette" on December 18, 1952, indicated that
the North Gaspé's last voyage of that season had carried five large cartons
of toys, games, books, dolls, candy and woollens addressed to the Red Cross
Nursing Outports in the Magdalens, including an extra large number of
books. Clarke had carried Red Cross workers free of charge in 1940 when
they conducted their first health survey of the North Shore.

The Red Cross shipments were a continuation of something that was
started in the 1930s by the Gaspesia and then the North Gaspé. Beginning in
1931, Joseph Daw of Madeleine River, on the Gaspé coast, had started
sending an annual appeal to "The Gazette" for warm clothing and toys for the
children of poor fishermen of the coast. Published each October, his letters
indicated Clarke would carry parcels free of charge if they were addressed to him and clearly labelled "For The Poor," and delivered to company wharves at Montreal or Quebec before the last sailing of the season. Through this means, Daw had been able to distribute Christmas presents of both clothing and toys to anything from 26 children when he started to 245 in 1939.

How busy it was at St John's that year was indicated in the "Shipping Reports" of the St John's "Daily News" for December 2, 1955. The Wellandoc and Sheldrake were both in St John's, Wahcondah leaving Montreal November 25 and Novaport leaving Montreal November 30, North Pioneer leaving Saint John December 13 and Halifax December 16, and North Coaster leaving Saint John December 20 and Halifax December 23. The Wahcondah, a 1,575-ton canaller, was on charter from Ahern Shipping Ltd of Montreal.

Early Opening at Quebec in 1956

The opening of navigation for the 1956 North Shore season came early, as "The Gazette" reported on March 15 in a story from Quebec headed "Freighter May Set River Record": -

The 500-ton freighter Fort Lévis may set a new early navigation record for St Lawrence River traffic between Quebec and North Shore localities. Under command of Capt Joseph Gagné of Lévis, the sturdy little boat headed today for Forestville, 180 miles east of Quebec City, and Godbout, another 70 miles downriver, with a cargo of cement and gasoline. Both products are said to be urgently needed in the communities.

Bright sunny weather and clearing ice conditions prevailed as the vessel slipped out of Quebec without any help from icebreakers. Saturday the ship made a futile attempt to leave Quebec and was forced to turn back by thick ice floes. If the Fort Lévis is successful it will be the first time a vessel has left Quebec as early in March with cargo. The same ship was the first to leave Quebec last year - March 28.

After leaving Quebec on March 15, the Fort Lévis performed a voyage from Pointe-au-Pic on the 22nd and two from Rimouski on the 27th and 30th before going into weekly service from Montreal. Although she had managed to get away from Quebec on March 15, the Sable I had in fact sailed on earlier dates, even as early as March 1, in previous years, with both cargo and passengers, so this was a post-war record. Within a couple of years, however, more progress would be made at Quebec.

The opening of navigation at Montreal did not follow for about another month, details of which were announced in the Baie Comeau newspaper.
Col Stanley Clarke, general manager of the coastal shipping line Clarke Steamship Co Ltd, has predicted that natural resource developments on the St Lawrence North Shore will result in much activity for his company. The North Shore navigation season for 1956 will open on April 15, with the departure of the s.s. North Pioneer. The s.s. North Coaster will start her regular service from Montreal a week later, on April 12, and the s.s. North Shore, third ship in Clarke service, will leave here on April 24.

The strong Clarke ships have been used in recent years to transport material, equipment and personnel for the Quebec Hydro-Electric Commission at Bersimis, the Iron Ore Co of Canada's installations at Sept-Iles as well as Quebec Iron & Titanium at Havre-St-Pierre, plus numerous pulp and paper companies.

Among Clarke's new clients are the Aconic Mining Corporation at Natashquan, the smelters of the Canadian British Aluminum Company at Baie Comeau and Spar Mica Corporation at Baie-Johan-Beetz.

The s.s. North Coaster and s.s. North Shore will also serve the new port of Sept-Iles with regular departures from Montreal and Quebec.

The actual sailing dates from Montreal differed from those announced, with the North Pioneer getting away six days early, on the 9th, and the North Coaster two days late, on the 14th, both for Natashquan, with the Fort Lévis sailing on the 16th for Forestville and the Orléans on the 17th for Sept-Iles. The North Shore, meanwhile, got away as scheduled on the 24th for Natashquan.

As to the Aconic Mining Corporation, it claimed there were 3 billion tons of iron ore in the sands of Natashquan and Germany's Kloeckner Steel was named as a buyer for 1 million tons a year of concentrates. It would open a processing plant at Natashquan, but after the company's shares fell from $11.37 to $1 in two hours on August 6, 1957, Aconic's executives were accused of stock manipulation and the company collapsed, along with Natashquan's hopes of becoming a major mining centre.

To Newfoundland, meanwhile, two Paterson ships again opened the 1956 Montreal season, with the Wellandoc departing for St John's on April 18 and the Farrandoc for Argentia on April 25. The Farrandoc also completed four bulk voyages for Clarke that summer, two with cement, one with pulpwood from Shelter Bay to Thorold for Ontario Paper, and another with rye from Humberstone on the Welland Canal back to Quebec, as well as a September 25 trip from Montreal to Corner Brook.
Clarke employed many goélettes over the years. They sailed not only in its own general cargo trades but also in the backhaul pulpwood trades from the South Shore to Quebec and Trois-Rivières and in the explosives trade from Beloeil to Sept-Îles and Havre-St-Pierre. In one year alone, 1959, Clarke used nine goélettes plus the 387-ton steel coaster Longboat, a British war-built standard type, to make a total of fifty-two explosives voyages to the North Shore.

The Orléans probably made three hundred voyages for Clarke, but of the more conventional goélettes, Henri Piuze's Jean-Eudes, which Ivan Brookes had spotted at Quebec, made more than most others, with well over a hundred voyages to her credit, including trips in the Charlevoix-Saguenay cargo service. Louis Blanchette recorded some comments on the Jean-Eudes in his book "La tradition maritime de Matane":

At the beginning of 1945, Henri Piuze bought the goélette Jean-Eudes, 100 feet long, 28 feet wide and with a capacity of 370 tons, from Stanislas Bouchard of Petite Rivière St Francois, for the price of $31,000. In command of the Jean-Eudes, Capt Piuze navigated the River, the Gulf, up to Quebec and Montreal for seventeen seasons, carrying general cargo, and above all sawn lumber coming out of the Couturier sawmill in Marsoui.

Even during the weekends the Jean-Eudes was busy, carrying equipment and freight to the North Shore. Capt Piuze and his Jean-Eudes completed joint contracts for Clarke Steamship and for Compagnie de Navigation Charlevoix-Saguenay for whom he made a weekly voyage from Quebec to Natashquan.

After leaving the Lower St Lawrence Transportation Co, Piuze had gone to Paterson Steamships and served in their canallers in British Guiana during the war.

Other oft-chartered goélettes included Robert Leclerc's 150-ton L'Emerillon, J Henri Carré's 219-ton La Rivière Malbaie and the d'Auteuil Lumber Company's 229-ton D'Auteuil II. Guy Gagnon's Malbaie Transport, which had served as the winter ferry at Tadoussac between 1940 and 1953, also worked for many years in the Charlevoix-Saguenay cargo service.

In 1956, Clarke engaged the largest of the goélette fleet, the 349-ton Conrad Marie, owned by Euclide Bouchard of La Petite Rivière St François. Built in 1929 at Montmagny as the Price Navigation Co's Price Navigator No 1, and newly rebuilt that year at La Petite Rivière, she was used for four late season voyages to Rivière-au-Tonnerre, Forestville or Baie Comeau. She was a large ship for her type, with dimensions of 150 feet by 30 feet. A second, steel-hulled ship of the same name followed in the 1960s and Euclide
Bouchard came to own a fleet of seven steel coasters before going out of business in late 1969. But his ships hardly ever worked for Clarke.

As for new goélettes, Clarke employed Fernand Gagnon's 222-ton *St-André* for five voyages when new in 1956, and Gérard Tremblay's 164-ton *Notre-Dame-des-Mers* for a single voyage in the same year. Desgagné & Perron's 270-ton *M P Emelie* and Edgar Lavoie's 204-ton *Marie-Renée* each made two voyages for Clarke in 1957, the year they were built, and Clarke engaged Paul E Carré's 225-ton *Jean-Richard*, the last goélette to be built, for three voyages in 1959.

Capt Eloi Perron has left us a record of a typical downbound voyage in the *M P Emelie*, when new in 1957, in his book "Goélettes de l'Ile-aux-Coudres":

Our first voyage took place around Halloween: a shipment of 450 tons of steel for the Clarke company of Montreal, which we had to take to Godbout and Forestville on the North Shore. As a cargo, it was perfect; it didn't come up too high on deck. If it hadn't been for a fog thick enough to cut with a knife the voyage would have been a charm.

We arrived at Godbout in darkness, at two in the morning. Provided with advice by captains who had been there before, we tied up on the west side of the dock. This side, according to them had better shelter from the weather and offered a good depth of water, providing one wasn't too close to land. The big pulpwood carriers used the east side of the quay and for our discharge, the west side was thought better.

With sixty-foot lengths of steel, we wanted the sea to remain calm for unloading. Heavy fogs like the one we found ourselves in had a habit of dispersing on the arrival of a good southwest breeze, which according to experienced captains also caused some turbulence around the quay.

Unloading took place at eight o'clock, just a few hours after our arrival, under a very fine rain, which meant that the southwest would not be far away. Thanks to our two cargo booms, we managed to work our Godbout cargo ourselves. Clarke knew well that we had two winches and that we would be able to look after the discharge ourselves. It augured well.

The rest of the cargo was chemicals, completely stowed in the hold, for Forestville, upstream from Godbout. ... Eight hours later, we arrived at Forestville, still under a foggy and rainy sky. A large hydro-electric project was under way, attracting all sorts of vessels.

The approach to the quay there is very narrow. A large vessel would wait for the fog to dissipate. The port managers gave priority to the
smaller and more manoeuvrable *M P Emelie*.

In a fog like that, the master of a larger ship would not risk contact and would prefer to wait. These ships were not paid like us, by the voyage, but by the day. For their crews it made no difference whether they unloaded right away or the following day. For us, waiting could mean a large loss; Mother Nature often gave little ships a helping hand like that.

Two more goélettes that Clarke used frequently were the 149-ton *G Montcalm*, owned by Nerée Harvey, and the 150-ton *Amanda Transport*, owned by Henri Harvey.

The *G Montcalm* was typical of these goélettes, in that her ownership was divided in the traditional way into sixty-four shares. Built in 1939 at St-Joseph-de-la-Rive, she had been owned by Capt Joseph Desgagnés until his death in 1945, at which time she passed to his widow Emélia Desgagnés. In April 1954, the shares were divided into twenty-one each for Capt Gérard and Capt Jean Paul Desgagnés, with the remainder being held by Capt Robert and Capt Denis Desgagnés. The larger shareholders then bought out the smaller ones and in May 1960 she was sold to Nerée Harvey.

During this period, Clarke used more than forty different goélettes in its various services, and another two dozen were probably used in the 1930s and 1940s, for which no charter records remain.

Clarke did not use goélettes after the 1960s, however, other than newer vessels such as the *Jean-Richard* and *St-André*, which were well-suited for the explosives trade from Beloeil to Ragueneau and Sept-Iles. Some of the newer vessels lasted for a while longer, but by October 1987 Malcolm Mackay of Halifax, an expert on these wooden-hulled St Lawrence traders, would be reporting that "the only wooden goélettes still afloat and operational are the *Jean-Yvan* and *St-André.*"

**Chartered "Elespoint" Takes Clarke Colours**

For its Newfoundland service in 1956, Clarke arranged to charter a ship called the *Elespoint* from a company called Thomas Leitch (Shipping) Ltd in London. Slightly smaller than the *Sheldrake* that she replaced, at 277 feet overall, the 1,822-ton *Elespoint* was hired to work with the *Novaport* on the Montreal-St John's run. Built in 1918 by H & C Grayson Ltd of Garston, Lancashire, as the *Ravens Point*, she had spent the last thirty-three years in the fleet of Macandrews & Co Ltd of Liverpool, who had a number of sister ships from the same shipyard, all of which had been well maintained. Elespoint is a point near Coquimbo, Chile, but why this name was chosen is not known, other than being convenient.
What was interesting about the *Elespoint*, however, is that she carried Clarke's funnel colours, buff with four blue bands, thus becoming the only chartered ship other than the *Colima* and *Nayarit*, which were on bareboat hire, to have worn Clarke colours. This may be because as the only ship ever owned by Thomas Leitch (Shipping) they had no livery of their own. Leaving Montreal on April 30 and operating through to early December, the *Elespoint* made ten voyages to St John's, and ten return voyages, loading four cargoes of fluorspar at St Lawrence for Port Alfred, and six cargoes of gypsum at Halifax for GLA.

However, she lasted only the one season with Clarke before the *Gulfport* was switched to St John's to partner with the *Novaport* and chartered ships were used to serve Corner Brook. She did not return in 1957 and was scrapped at Genoa in 1959 after a career of more than four decades. A measure of her age was the fact that her triple-expansion engine had been produced at Richardson, Westgarth's Middlesbrough works in the same year as the *Nayarit*'s quadruple-expansion engine had been made at the same firm's Hartlepool works.

**The "Guard Mavoline"**

Another frequent Clarke charter was the 465-ton coaster *Guard Mavoline*, a converted naval trawler of dimensions 164 feet overall by 28 feet and 720 tons deadweight. As this vessel was strengthened for navigation in ice, she was also useful for the winter service to the North Shore, and carried an economical crew of eight. When Clarke first engaged the *Guard Mavoline* in 1956 she was owned by Capt Axel Anderson, who had purchased her in January. Built in Glasgow in 1941 as a salvage tug, she had been owned by the Guard Salvage & Dredging Co Ltd of Halifax, from whom she took her name. But Anderson had had her converted into an engine-aft motor coaster at Dartmouth in 1956.

Clarke first engaged the *Guard Mavoline* for five voyages from Montreal to the North Shore in October and November 1956, then used her as a back up for the *North Gaspé* on the Pointe-au-Pic-North Shore winter service. In April 1957, it placed her on the Montreal-Sept-Iles run. Clarke also used her for both the winter service and for spring and autumn sailings on the Montreal-Sept-Iles run in 1957 and 1958, and a few voyages to Goose Bay in 1957 and 1958.

On October 22, 1957, while sailing from Montreal to Godbout, on her eighth voyage of the season for Clarke, under command of Capt Anderson, the *Guard Mavoline* became involved in a collision with the inbound 1,447-ton Norwegian *Hemsefjell*, bound for the Great Lakes for the Fjell Line. The *Guard Mavoline* was disabled and grounded but all blame for the incident was assigned to the *Hemsefjell*. 
The Guard Mavoline made only five late season voyages in 1959, but in 1960, the same year Clarke moved its winter base from Pointe-au-Pic to Quebec, she was purchased by Lévis Shipping Ltd. Clarke then took her full-time from February through November for year-round Quebec-Sept-Iles service. She remained in this service, and in 1961 performed the joint Clarke and Charlevoix-Saguenay service, plus five sailings to Newfoundland, four to Tilt Cove and one to Botwood, along with a single sailing to Goose Bay.

In 1962, Clarke moved the Guard Mavoline back to Montreal, running ten voyages to Lower North Shore ports as far as Blanc-Sablon, and also sent her on nine voyages to Newfoundland. Five to Tilt Cove, three to Corner Brook and one to Botwood, plus two to Goose Bay. She also made several voyages from Port Alfred to Baie Comeau and Corner Brook with aluminum fluoride, and some other bulk voyages.

Clarke used the Guard Mavoline to the Lower Coast again in 1965, but her use thereafter became sporadic. In 1966 she was purchased by the Desgagnés Group, and in 1969 Clarke chartered her for one last season on the Montreal - Havre-St-Pierre service before she went elsewhere, eventually being sold foreign in 1973.

The North Shore Highway

On June 10, 1956, the "New York Times" carried a story about the North Shore highway and its steamship connections in an filing from Quebec entitled "Along the St Lawrence's North Shore - The Route by Car and Ship":

East from here, along the north shore of the River and Gulf of St Lawrence, lies La Côte-Nord, as French-Canadians call the remote coast stretching to the Strait of Belle Isle. Once a land of isolation, today the North Shore is a curious old-modern blend of busy pulp towns, quaint fishing villages, tethered sled dogs and mining booms. It is the home too of the country’s most primitive Indians, who still hunt in the Labrador interior but who come shyly to meet the steamer from Montreal to sell mink-lined moccasins.

Although anglers have long known of the trout streams of the Côte-Nord, for the regular tourist it is a johnny-come-lately land, new as the mining developments tearing chunks out of the Precambrian Shield north of Seven Islands, or the new highway they are building through the wilderness to link this bursting ore town with the road systems to the west.

It is comparatively recently that the tourist has glimpsed this remote land at all. Now the 1956 motorist can leave Quebec City and drive 210 miles east over a reasonably good graded road, as far as Baie
Comeau. He can push past the end of the road another 300-odd miles by comfortable steamer - which he can take all the way from Montreal if he prefers.

The last 250 miles of the Quebec-Labrador shore that approaches the Strait of Belle Isle are still inaccessible except to the very adventuresome. The only regular boat serving this area is the rugged North Pioneer of the Clarke Steamship Company Ltd, a twice monthly freighter catering to a cargo of fishing nets, food supplies, lobster nets and marine gear, rather than the occasional passenger, usually a local commuter.

However, two Clarke passenger-freighters are on the Côte-Nord run as far as Havre-St-Pierre or (alternately) Natashquan. The increasingly popular North Shore leaves Montreal every Tuesday evening on a seven-day cruise. A round trip costs $130 (in a two-berth stateroom) and includes berth and meals, but not a $1.30 hospital tax on meals, which is collected in the Province of Quebec.

Clarke's North Coaster operates on a similar run, but leaves every two weeks with a twelve-day schedule and, usually, heavier freight loads. Reservations for either ship should be made in advance from Clarke Steamship Company Ltd...

Passengers board their ship either at Montreal or here the next day, and the vessel does not stop again until it reaches Baie Comeau, a modern pulp town sitting at the edge of the forested Labrador interior. East of Comeau are strung a succession of tiny pulp ports, each with the high-riding dockside flumes that bring the logs to the boats, each with lights that sparkle all night long - Franquelin, Godbout, Baie-de-la-Trinité, Pentecôte, Shelter Bay, Clarke City...

Past the land of the forests the steamer reaches the fringe of the mining country and docks at Sept-Iles, one of the most important ore ports in the world, as it channels the multi-million-dollar wealth out of the Labrador iron deposits and pours it in russet streams into the giant freighters that are always waiting in the harbor.

Behind the protection of the seven hump-backed islands that give the town its name Sept-Iles has now come a startlingly long way from the sleepy fishing village it was a few years ago. Two company town sites boast homes with pastel green, pink, yellow and blue walls.

The Indians have moved away, reluctantly, to a new site. Now, looking out on the magnificent twenty-two-mile-long sand beach where the Montagnais used to beach their canoes after hunting trips, stand two hotels with rates and accommodations comparable to those farther west. They called the owners mad when they started to build. Now
Sept-Iles could use two more, they say. Sun bathing is excellent, but the water mighty chilly for a dip.

Stay-over visitors can bring their own cars by boat if they choose, but using the town's numerous taxis is much more practical, and cheaper besides. However, within a few years one will be able to drive right on to Sept-Iles. Part of the 110-mile link with Baie Comeau is now complete. It is being built backward from Sept-Iles to avoid the heavy traffic which is expected when it is finished, and several people are considering sites for motels.

The so-called Fish Capital of the Coast, Havre-St-Pierre, is sharing a mining boom now too. Alongside the quiet Acadian French fishing boats and the new coastal hospital titanium (in the form of the ore, ilmenite) is shipped to the smelters of Sorel from one of the world's largest deposits.

When it is boat day in Mingan, once the seigneury of Louis Jolliet, who discovered the Mississippi, the Montagnais Indians leave their primitive cook fires and their canoe-making and head dockward.

They make a picturesque sight. The older women, and many of the young ones, still do their hair in the traditional bobs over their ears, and their tribal Montagnais hats of red and black are items of pride and never for sale. Inside the floppy, voluminous crowns they carry their shopping money, matches and hairpins.

The writer was Adelaide Leitch, a Canadian who eight years later produced "Canada: Young Giant of the North." The highway she drove had reached Baie Comeau in 1943 as a seasonal road and had become year-round in 1953, but a bridge would not replace the ferry at Bersimis until 1958. Soon, it would extend beyond Baie Comeau to Port-Cartier and Sept-Iles as well.

On the South Shore service that summer, in addition to her usual alternation between Gaspé and Grindstone as turnaround port, the North Gaspé made four Gaspé trips to Grand-Grève, not part of the schedule since the late 1930s, and two voyages to La Cyr, on the north shore of Coffin Island in the Magdalens. Thereafter, however, she went back to her normal pattern, extending every second voyage beyond Gaspé to Grindstone.

**A Grounding near Goose Bay**

On the northern services, Clarke performed eleven voyages to Goose Bay in 1956. Among the ships that it used that season was the Zipper, a veteran of the first season returned for three more voyages. On July 4, she left Montreal on her first trip to Goose Bay and during this voyage she got
herself into trouble. Capt Poole recounted the incident in the April 1981 issue of "Seaports & the Shipping World":

On the 14th day of July I received a message from the m.v. Zipper of St John's, Newfoundland, through Goose radio to say she had run aground on the Shag Rocks in Hamilton Inlet. I immediately got in touch with the major at the dock who got permission to send out their big tug to its aid. It wasn't long in having him clear and she was able to proceed on her voyage. One thing I was going to learn - why she came off so easily - was because the rocks on the Labrador coast have been worn smooth over the ages by the ice brought down by the Labrador Current, hence a ship did not have her bottom ripped out.

After her grounding, the Zipper performed two more voyages from Montreal in October and November.

Other chartered ships performed eight voyages. These included one more by the Eastore, in June, and four by the Ahern Trader, in June, July, August and October, while three more chartered vessels performed a voyage each in September and October.

**Ahern Ships**

The Ahern Trader made many voyages for Clarke but she was not alone, being supported by two other Ahern ships between 1955 and 1958, with a few voyages each. The steam canaller Wahcondah, acquired from the Abitibi Navigation Co Ltd, made one voyage from Montreal to St John's in each of 1955 and 1956 and a voyage to each of Corner Brook and Sept-Iles in 1957. This ship worked mainly for Federal Commerce, however, in its northern resupply business. Ultimately, the Wahcondah was arrested at New Orleans in 1962, and went to Mexican owners in 1963.

The Steve Ahern, meanwhile, made two Clarke voyages in 1955, one each to Forestville and Goose Bay and to Sept-Iles. Although she made only a single voyage to Goose Bay, leaving Montreal on June 11, this was Clarke's first Goose Bay sailing. Like the Wahcondah, she was used by Federal Commerce in their northern trades. Built in 1902 as the Canadian Government steamer Druid, the Steve Ahern had been converted to a motor coaster in 1952 and much later, as Puddister Trading's Marine Coaster, became the Strait of Belle Isle ferry in 1971. Another old pioneer, like the Savoy, the Marine Coaster was finally scuttled in 1986, after eighty-four years of service.

A fourth Ahern-managed ship, the 1,512-ton Norco, lakes-built in 1915 for the Clyde Line of New York, was owned by affiliate Kelly Shipping Ltd but made only two voyages for Clarke. The first was a voyage with cement for Canada Cement in April 1957. This was followed in November by a voyage...
from Montreal to Tilt Cove, following a similar voyage by the *Wahcondah* the previous month. But that was the limit of *Norco*'s employment with Clarke.

**Atlantic Gypsum Backhaul Cargoes**

In 1956, the *Ahern Trader* made seven early and late season voyages to Corner Brook, trading opposite the *Gulfport*, and four summer trips to Goose Bay, as well as a late season voyage to the North Shore. But wherever she sailed, she always returned to Humbermouth to load wallboard from Atlantic Gypsum, bound variously to Quebec, Trois-Rivières and Montreal. The *North Coaster* also crossed over from the North Shore to Humbermouth four times that summer to load at Atlantic Gypsum.

In 1957, Atlantic Gypsum's business increased to twenty-five cargoes, nine loaded by the *Ahern Trader*, eight by the *Perth*, *Lunan* and *London*, all chartered from DP&L, and the rest by other chartered ships. This was more than a 50 per cent increase over the 1956 season. As in previous years, both ships were of suitable dimensions to get into the Lachine Canal to unload this cargo.

Twenty-five more cargoes followed in each of 1958 and 1959. In 1958, for example, the *Edenwood* took fifteen and the *Avonwood* four, while the *Ahern Trader* took two and the *North Pioneer* crossed over from Blanc-Sablon for an end of season cargo just before Christmas. Clarke also chartered the little motorships *Savoy* and *Blue Peter II* to load cargoes from Atlantic Gypsum. Again, the vessels were all Lachine Canal sized.

**The St Lawrence Pulpwood Trade**

Clarke generally chartered ships for the outbound trade, but they tried whenever possible to find cargoes in the other direction as well. Gypsum, fluorspar, copper concentrates and wallboard were typical backhaul cargoes carried by the larger ships, but for the smaller ones it was pulpwood.

Clarke-chartered goélettes loaded cargoes in the smaller ports that the larger ships could not enter. Pulpwood was loaded at docks all over the Gaspé coast, and the main receivers were the Canadian International Paper Co Ltd and St Lawrence Paper Mills Co Ltd, both at Trois-Rivières. Pulpwood in four-foot lengths was stowed log by log in the holds and then stacked high on deck by men wielding stevedoring hooks to form a uniform load for carriage up the St Lawrence.

The ships varied from year to year, but four or five were usually allocated to pick up pulpwood on their return voyages each summer. In a typical year, 1955, four Clarke charters, the goélettes *Orléans*, *Jean-Eudes* and the 148-ton *Ivan C*, plus the steel-hulled *Fort Lévis*, lifted 12,952 tons of
pulpwood in forty-one voyages from ten downriver ports. In order of tonnage loaded, these were Ste-Anne-des-Monts, Cap Chat, Les Méchins, Marsouin, Madeleine, Grande-Vallée, Cloridorme, Rivièrè-à-la-Martre and Sandy Beach, near Gaspé, where the North Star had docked in the late 1930s. The average of 316 tons per voyage was pretty typical for this cargo.

The Orléans was eminently suitable for this trade and probably carried more pulpwood than any other ship working for Clarke, easily handling in excess of 5,000 tons in a season. Other ships used were La Rivière Malbaie, L’Emerillon and Mont-Royal and the steel coasters Guard Mavoline, Longboat and the 319-ton St Yves. Other ships were occasionally used for single voyages. Typically, the Guard Mavoline could load about 300 cords, the Orléans 220 and the Longboat 140 on these voyages from the Gaspé coast to Trois-Rivières.

By contrast, from the North Shore and Anticosti, the dedicated paper company fleets, Anglo-Canadian's St Charles Transportation Co and Consolidated Paper's Anticosti Shipping Co, each had four dedicated pulpwood carriers. Converted from landing ships and landing craft, they continually shuttled large cargoes from company loading docks on the North Shore to their mills on the St Lawrence and Saguenay. Pulpwood logs were dumped into the large open hopper holds of these ships and unloaded at destination by clamshell grabs. Donnacona Paper operated some smaller ships and other paper or lumber companies usually chartered in goélettes as needed for their requirements.

In 1953, the Quebec Department of Lands & Forests had reported that 1,019,680 cords of pulpwood were produced on the North Shore. A cord has dimensions of about eight by four by four feet, and at about 1.75 tons to a cord as shipped on the river, this would be about 1,785,000 tons. At this time, the various pulp and paper companies had held woodlands rights as follows, in square miles by location:

<table>
<thead>
<tr>
<th>Company</th>
<th>Woodlands</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quebec North Shore Paper</td>
<td>5,979</td>
</tr>
<tr>
<td>Anglo-Canadian</td>
<td>2,958</td>
</tr>
<tr>
<td>St Lawrence Paper Mills</td>
<td>1,289</td>
</tr>
<tr>
<td>Gulf Pulp &amp; Paper</td>
<td>927</td>
</tr>
<tr>
<td>Consolidated Paper</td>
<td>905</td>
</tr>
<tr>
<td>Gaspesia Sulphite</td>
<td>600</td>
</tr>
<tr>
<td>Donnacona Paper</td>
<td>537</td>
</tr>
<tr>
<td>Canadian Int'l Paper</td>
<td>503</td>
</tr>
<tr>
<td>Others</td>
<td>283</td>
</tr>
<tr>
<td>Total Woodlands</td>
<td>13,981</td>
</tr>
</tbody>
</table>

As the Gaspesia Sulphite pulp mill at Chandler was an Anglo-Newfoundland affiliate, the limits of the various Anglo companies, Anglo-Canadian, Gulf Pulp & Paper and Gaspesia, together amounted to
4,485 square miles, or about 75 per cent the size of Quebec North Shore Paper's holdings.

Of course Quebec North Shore did not need to load ships for its mill at Baie Comeau, nor did Gulf Pulp & Paper for Clarke City, as wood for these mills could be floated down the rivers from the interior or towed from nearby areas. But Quebec North Shore shipped pulpwood to the Ontario Paper Co mill in Thorold and the Quebec & Ontario Transportation Co's canallers carried between 1,100 and 1,360 cords each, carefully stowed in holds and on deck at Shelter Bay, Franquelin or Baie Comeau. And in addition to its North Shore limits, Consolidated had logging rights on Anticosti.

As well as carrying pulpwood from the various South Shore and Gaspé ports to Trois-Rivières, Clarke served most of the paper companies' North Shore woodlands operations from Montreal and Quebec, as well as from Rimouski, and they in turn provided good general cargoes for the Clarke ships, whether owned or chartered.

Frank Clarke and the North American Line

Although Clarke had not had any involvement in deep-sea services, and wouldn't for many years to come, Frank Clarke, who had by now retired to his villa in Miami Beach, did get involved in one in 1956, after the lines belonging to the westbound freight conference had announced a further 10% rate increase for 1956. In February of that year came the announcement that the North American Marine Corporation Ltd, or North American Line, would run between Canadian and Continental ports. "The Gazette" carried the announcement of the new service from Montreal on February 6, 1956: -

A Canadian-owned deep-sea company with head office in Montreal will open fortnightly service in both directions between Montreal, east coast Canadian and continental ports with the beginning of navigation this spring.

The announcement came yesterday from Colonel Frank W Clarke, president of the newly-formed North American Line. The service will be independent and will be operated by the North American Marine Corporation of this city. The North American Shipping Agency will be general agents for the line's services in this country.

Initially, the line will operate four modern motorships in the service. Montreal, Three Rivers and Quebec City will be served during the St Lawrence season.

European ports of call include Antwerp, Rotterdam and Hamburg, with cargoes accepted for Amsterdam and Bremen. A separate service will be maintained with the United Kingdom.
An internal Canadian Pacific Railway circular gave further details as to ships and cargoes a week later, on February 13:

The inaugural sailing of the m.s. Balkan, 8,500 tons deadweight is from Antwerp and Continental ports March 25th, followed by m.s. Annunciada, 9,320 tons deadweight, sailing April 5th from Antwerp and Continental ports. It is expected they will have four ships in operation, but are prepared to increase the fleet as traffic warrants.

Eastbound traffic will be loaded at Montreal, Three Rivers and Quebec City; European ports of call will include Antwerp, Rotterdam and Hamburg, with cargoes accepted for Amsterdam and Bremen. A separate service will be maintained with the United Kingdom.

Information given to us by these operators indicates their first ship, the Balkan, would load approximately 5,000 tons of soya bean meal at the Port of Three Rivers.

Both were motorships. The 6,244-ton Balkan was chartered from German owners, while the 5,379-ton Annunciada had been the first ship owned by Geneva-based operator Suisse-Outremer. Another press report said the North American Line was "engaging four modern motor vessels with improved equipment and devices for the handling and carriage of cargo." In addition, the ships would carry a few passengers.

On April 2, the press reported the Balkan as one of the first ocean ship arrivals of 1956, along with others representing Manchester Liners, Poseidon Line, Hamburg-Chicago Line and the County Line. The Balkan was then scheduled for the North American Line's first eastbound sailing from Montreal on April 10. In New York, Moxey, Savon-Lawric Inc, an arm of Moxey, Savon & Co Ltd, coal exporters and shipping agents of London, were appointed as US agents.

North American Shipping Agency Ltd, located at 637 Craig Street West in Montreal, had been the general agent since 1953 for Germany's Poseidon Line, which had switched to March Shipping Ltd, also of Montreal, on January 1, 1956. The North American Line was an attempt by M J Strous, the agency's president, to continue in this trade based on his own contacts. Strous was president of Foreign Freight Forwarders Ltd, a company formed in 1947, and also vice-president of a firm of scrap merchants. Montship Lines Ltd, originally an affiliate of the Montreal Shipping Co but now owned by Louis Dreyfus of France, had also withdrawn from the Canada-Continental trade in 1955 in favour of its Mediterranean service, leaving a possible opening for the new North American Line.

With the 1956 season over, no winter service was offered, although it had been intended to use Halifax and Saint John. Details of the ships to be
employed for the lines next season came in a Canadian Pacific circular dated March 11, 1957. The North America Line had chartered four German ships plus the *Anunciada* again, with the five ranging between 2,245 and 9,320 tons capacity, and calling at Liverpool, London and Hull plus Antwerp and Rotterdam on the Continent. The new line's Antwerp and London agents were top-notch firms, but Poseidon had held on to its German business and the North American Line would no longer call in Germany.

The 1957 season didn't go any better, and the line's demise was reported in a final Canadian Pacific circular dated October 23, 1957: -

On September 16th last the Superior Court issued a winding up order on North American Marine, and called a meeting of creditors for October 25th. ... This does not affect the operations of North American Shipping Company [sic], who will still continue to act as steamship agents.

It is surprising that Frank Clarke should have chosen to get involved in a fledgling shipping line at age 68, fifty years after first having started work at Gulf Pulp & Paper and thirty-six years after having helped found the Clarke Steamship Co. But his involvement with Anglo-Canadian Pulp & Paper had been in export sales, and he had taken an active interest in shipping as president of Montm morency Paper. He had left this job five years earlier, although remaining for a time as chairman. Meanwhile, he returned to Miami Beach before moving on to a new retirement base in Bermuda around 1960.

The North American Line was short-lived, not eighteen months in operation, but Strous's North American Shipping Agency would go on to represent the Orient Mid-East Line, which traded between Great Lakes ports and Montreal and the Middle East, India, Pakistan and Southeast Asia after the St Lawrence Seaway opened in 1959.

**The North Shore Boom**

With all the developments that had occurred on the North Shore of the St Lawrence since the war, perhaps the "New York Times" best summed it up in a brief article it published on January 4, 1957 - "New Towns Rising Along St Lawrence": -

The mountainous North Shore of the St Lawrence River below the city of Quebec, long neglected in the development of the province, has emerged as an industrial location in the last few years.

Seven Islands, ten years ago a bleak fishing community of less than 1,000 population, has become a modern town of 8,000, based on the shipping of iron ore.
Upriver the town of Baie Comeau, the site of a paper mill, will soon become a major center of aluminum production.

Havre-St-Pierre, a fishing settlement, has become a shipping point for ore from the nearby iron and titanium mines at Lake Allard.

The basis of this sudden development is cheap hydro-electric power and mineral deposits inland to the north.

While there had been a lot of development to date, even more was to follow, with a new port at Port-Cartier, extension of year-round shipping to Quebec, more power projects and, in a couple of years, the opening of the St Lawrence Seaway. But Clarke obtained one contract in particular during this time for the account of Hydro-Quebec.

The "Farrandoc" Bulk Cement Charter

The association between the Clarkes and Paterson Steamships resulted in Clarke being able to land a large contract in 1957, when it signed a long-term agreement to charter the diesel canaller *Farrandoc* to carry bulk cement for Hydro-Quebec. Clarke would use this ship in a shuttle service from Montreal at first, and later Quebec, to Forestville, carrying 2,900 tons per voyage every three to five days for the mammoth hydro-electric developments at Manicouagan.

The *Farrandoc* had not been the only candidate for this trade, as Clarke had also inspected two other ships. One was the now 2,079-ton former turret ship *Walter Inkster*, the once *Turret Cape*, that had been converted into a motorship by Saguenay Terminals during the war and then worked for Colonial Steamships Ltd in the Great Lakes. The other was the *Eastide*, the former *Springtide*, which had been operating under charter to Federal Commerce & Navigation as well as a Great Lakes operator, the Reoch Steamship Co Ltd. That same year, Clarke had chartered the *Eastide* for a couple of voyages to the North Shore and her sister ship *Springdale* for a voyage to Corner Brook.

The *Farrandoc* was the successful candidate and performed twenty-five 1957 voyages, starting with a June 22 departure from Montreal and finishing the season with a November 25 departure from Quebec. These were followed in 1959 by forty-two more voyages, divided equally between Montreal and Quebec, and ten spring voyages the next year, with the *Farrandoc* completing her seventy-seventh voyage of the contract in June of 1959. A total of 223,000 tons of bulk cement was moved in a period of just under two years to build the dam at Bersimis 2.
Anticosti Shipping Co's New "Anticosti"

When the *Fleurus* finally reached the age of thirty in 1956 the Anticosti Shipping Co ordered a replacement from the Atlantic Shipbuilding Co Ltd of Newport, Wales, a new shipyard that had just delivered a number of diesel canallers to Canadian owners. In a "New York Times" report from Quebec on June 10, 1956, Adelaide Leitch had already expressed some doubt about the future of the *Fleurus*:

"*Fleurus* provided one of the top luxury cruises of eastern Canada, including Anticosti, the Côte-Nord, Saguenay, Gaspé and the Maritimes on her round trip. Anticosti Shipping Company (Montreal) now plans to sell her, and it is not certain if the new owners will continue the tourist run.

Her replacement, the 570-ton motorship *Anticosti*, was somewhat smaller, having dimensions of 156 feet overall by 30 feet, and arrived at Quebec in the spring of 1957. About half the tonnage of the ship she replaced, the *Anticosti* could still take 50 passengers plus a small cargo along with her crew of 18. Clarke inspected the new ship on her arrival at Quebec. If anything, her size more closely matched the ships of the Lower St Lawrence Transportation Co, but unlike the *Fleurus*, Clarke would never employ her. The Clarke superintendent's inspection report included the following comments:

The wheelhouse is well equipped with all modern navigation aids. The passenger accommodation is well laid out. No space is wasted. The finish seems to be of some fireproof composition. Will accommodate 18 first class passengers, 32 second class including 3 cabins settees, adjustable chairs, tables and a small electric stove, etc. The hatches appeared small, they can stow about 280 tons. The loading is done by one crane (Coles), capacity 6 tons, average 22 tons per hour...

The engine room is very compact. Hardly any space to pass between the machinery. Due to lack of space, it is my opinion that the cost of repairs will be very high as it is something like the *North Shore*. Machinery parts will have to go out through the accommodation.

From the last comment one can see how the company's engineers must have regarded the crowded engine spaces of their own *North Shore*. Rather than offering cruises to the public, however, the *Anticosti* confined herself to company business for parent Consolidated Paper, later Consolidated Bathurst, while its former Montreal general passenger agent, Leo S Tobin, now concentrated on running Tobin's Travel Bureau Ltd at 1240 Peel Street, where he had previously represented the *Fleurus*.

The only passengers the *Anticosti* would carry would be sportsmen travelling to and from the island. The fact that she was designed as a supply
ship rather than a cruise ship was confirmed by the new sign that appeared on the company freight shed at Quebec: "Quebec to Anticosti, Rivière Portneuf and Les Escoumains." The company had an interest at each of the points named. Later, the Anticosti would work from South Shore ports as well.

Not until her fourteenth season would the Anticosti feature in a travel article, when the "New York Times" ran a story entitled "Quebec Isle Has Few People, Lots of Fish and 50,000 Deer" on May 10, 1970: -

The motorship Anticosti does not wait for passengers. The crew practically pulled me aboard as the ship got under way for the overnight trip down the St Lawrence River from Rimouski to Anticosti Island in the Gulf of St Lawrence.

Few people know of Anticosti unless they are (a) familiar with eastern Canada (b) fanatic salmon fishermen or (c) ardent deer hunters. Few others visit the island, although it is 135 miles long by 45 miles wide and is almost as big as Jamaica in the West Indies.

The island is owned by Consolidated Bathurst Ltd, of Montreal, one of the largest pulpwood companies, and has a population of about 1,000. It has a capacity to accommodate only about seventy tourists a week, and the total number of hunters, fisherman and sightseers from mid-June to November has averaged about 1,000 in the last few years...

Today Anticosti is probably at its busiest in summer and fall, when fishermen, hunters and bird-watchers come by company motorship from Rimouski and Grande Vallee, both on the south shore of the St Lawrence River...

Hunting-trip prices range from about $240 for three days to about $500 for six days. This includes round trip ship transportation from Rimouski, accommodations, food and a guide with car for each pair of hunters.

Licenses issued by the Government cost about $25 for deer hunting, $16 for bird hunting and $14 for salmon and trout fishing...

Because Anticosti is a private domain, all arrangements to visit it must be made through Consolidated Bathurst at 800 Dorchester Boulevard West, Montreal. The company assigns visitors to the various lodges and supplies then with information on what hunting and fishing equipment is permitted under Quebec regulations.

Although they still made money from hunting and fishing, the main activity of her owners was now in running a fleet of pulpwood carriers from
Anticosti and the Lower St Lawrence to its paper mills on the St Lawrence and Saguenay Rivers. But from perhaps $100,000 a year when the Anticosti was introduced, revenues from catering to sportsmen rose to close to $1 million by 1970, when this article appeared. The Anticosti also made an annual cruise to Anticosti with directors of Consolidated Paper, returning with their venison and fresh-caught salmon in her coolers and freezers.

The Fleurus, meanwhile, went to Fraser Shipping Ltd, a company owned by the same F L Fraser who had bought Clarke's wartime ships and had started cruising from Miami with the New Northland, renamed Nuevo Dominicano, in 1950. The Fleurus was purchased to replace the Lewis Fraser, ex-Ciudad Trujillo, which Fraser had been using in the Norfolk fruit trade until scrapping her at Baltimore in 1957. As Farquhar's Farnorth, this ship had replaced the Sable I on the Boston-Halifax-Newfoundland run in 1925 and started calling at Charlottetown in 1936, along with Clarke's Gaspesia and of course the Fleurus.

The Fleurus initially traded to Cuba but was laid up in Jacksonville for four years after the Cuban revolution prevented her from trading there. Eventually, she found work as a circus ship, only to be lost when she burned at Yarmouth, Nova Scotia, on June 6, 1963, by which time she was owned by the Al G Kelly-Miller Brothers Circus and registered in Panama.

The Dundee Perth & London Shipping Co

In 1957, Clarke began chartering ships from the Dundee, Perth & London Shipping Co, which now owned Newfoundland Great Lakes Steamships, with the London, Lunan and Perth being chartered for a total of eight westbound voyages from Corner Brook with gypsum products from Atlantic Gypsum. The Perth performed the first such voyage on June 7, followed by the Lunan on July 4 and the London on August 22.

No DP&L ships were chartered in 1958, but in 1959 the London and Lunan were used for six Clarke voyages to Newfoundland, five to Corner Brook and one to Tilt Cove, usually returning with gypsum. The Perth also made an inward gypsum voyage, while the London made two late spring voyages between Halifax and St John's.

That Clarke would employ competitive vessels in its own trades, thus generating extra revenues for them, was interesting, but it was a small start to what would soon grow into a more intensive cooperation.

The "North Shore" Hits a Reef

After more than a decade of exemplary service, the North Shore managed to get into trouble in her twelfth season. Departing Montreal for
Havre-St-Pierre and Natashquan on May 28, 1957, her fifth voyage of the season, she headed downstream with a typical spring load of passengers, mixed express and refrigerated cargo. Three days out, in the Mingan Islands, her voyage came to a premature end when she struck an underwater reef and damaged her hull, which was stove in by the impact. Still safely afloat, however, she managed to make it back to Quebec, where she was dry-docked. While this was slightly reminiscent of the fate of the original North Shore in 1933, the former had had to be towed back to Quebec and had been damaged beyond repair. With the new North Shore, on the other hand, the damage was less serious, but the time taken for repairs still cost the company all of her June voyages.

To replace the North Shore while was being repaired, the North Gaspé made calls at the North Shore in the course of her June 10 and 24 sailings from Montreal to the Magdalen Islands. The Jean Brillant was also drafted in from the Lower St Lawrence Transportation Co to make a voyage that left Montreal on June 26 for ports to Natashquan. Of course, neither ship was unfamiliar to North Shore residents. The North Shore finally returned to service on July 2, leaving Montreal for Havre-St-Pierre after having been away for five weeks.

Goose Bay Voyages

Clarke performed only five Goose Bay voyages in 1957, using chartered coasters. This included two more voyages by the Ahern Trader on July 13 and August 2, and two by the Guard Mavoline on June 20 and October 3. This ship had proven exceptionally handy for its North Shore service over the winter of 1956-57, when she had been used to back up the North Gaspé, providing a single voyage from Quebec on December 17 and ten more from Pointe-au-Pic starting on December 28, 1956.

Thereafter, Clarke mounted between six and twelve Goose Bay trips a year in a season that typically lasted from June to November. As its owned fleet was committed to its regular services to Newfoundland and the Gulf of St Lawrence, and the northern season was limited, Clarke nearly always chartered ships for these voyages.

In addition to Frobisher Bay, the company began to make occasional voyages to Baker Lake, off northwest Hudson Bay, in the Northwest Territories, and to Fort Chimo (now Kuujjuak) and Deception Bay, in the Ungava region of Quebec. But most important of the ports beyond Goose Bay was Rankin Inlet, on the west side of Hudson Bay in the Northwest Territories and about 330 miles north of Churchill. There, in 1957, North Rankin Nickel Mines Ltd was preparing to open the first modern mine in the Canadian Arctic. The "New York Times" carried the following report on November 3, 1957: -
Walrus and caribou, drum dances and semantics are among the problems of the world's strangest mining community. This is the nickel-copper-producing concern at Rankin Inlet, on the northwest coast of Hudson Bay, 1,000 miles north of Winnipeg, where a Canadian concern has made the successful experiment of employing Eskimos as miners for the first time in history.

Just back in Toronto from the Arctic, Wilfrid Weber, vice president of North Rankin Mines Ltd, says after its first year of trial his company considers the experiment fully justified...

Since recruiting for mine work began earlier this year, Eskimos have come in from great distances, some by husky-drawn sleds. The labor force on the mine in ninety-five whites and seventy-five Eskimos.

In 1958, the nickel concentrates were carried from Rankin Inlet to the head of rail at Churchill in Federal Commerce & Navigation's Federal Explorer, but starting in 1959 Clarke began to use chartered ships to carry this traffic. From Churchill the cargo was shipped by rail to the Sherritt Gordon smelter in Fort Saskatchewan, Alberta. Although the deposit was limited, close to 14,000 tons would be sold over the next five years. In 1959, Clarke would perform nine voyages from Rankin Inlet to Churchill, but more of that later.

**Cross-Trading in the St Lawrence**

Clarke ships usually stayed on the routes they served, but there were always exceptions. As had been the case since early days, at the beginning or end of the season, ships could often be found trading away from their normal routes, replacing or assisting fleetmates.

As an example, the North Gaspé would fill in for the North Shore in early winter or spring, usually as the North Gaspé began or ended her own winter season on the North Shore and before reverting to her summer route to the South Shore, Gaspé and the Magdalen Islands. Also, as the North Shore winter ship, once the North Pioneer had finished her season, the North Gaspé made a November sailing all the way to Blanc-Sablon in 1957 and a similar December sailing in 1958, followed by a voyage from Montreal to Clarke City in March 1959.

Lower St Lawrence ships didn't usually take main line sailings. But in addition to replacing the North Shore in June 1957, the Jean Brillant had made a winter voyage from Quebec to Baie Comeau in December 1952 and another to Havre-St-Pierre in March 1953, and years later, a December 1962 voyage from Rimouski to Havre-St-Pierre. The Matane occasionally helped out the winter service as well, with March sailings from Pointe-au-Pic to Forestville in 1954 and 1955, a useful way of positioning her from winter...
quarters in Quebec to the Lower St Lawrence in the spring.

North Shore ships occasionally worked the South Shore as well. In the spring and autumn of 1957, for example, the North Pioneer performed three voyages in support of the North Gaspé, sailing as far as the Magdalen Islands, while the North Coaster made two trips to Mont-Louis. The North Pioneer returned in 1958 with an April voyage to Gaspé, and the North Coaster in April 1959 and May 1960 with trips to the Magdalen Islands. Such voyages were often to clear excess cargo before the opening of summer navigation on the North Shore.

**The Tilt Cove Copper Mine**

Clarke became involved in another mining project, this time copper, in Newfoundland, in 1957, when its ships began moving cargoes through the Strait of Belle Isle to Tilt Cove, on Notre Dame Bay, on Newfoundland's north coast. Between 1864 and 1918, copper had been shipped first to Swansea in Wales and then to the United States, but the ore body was now reopened by Maritimes Mining Corporation Ltd of Toronto, to ship copper concentrates to the Gaspé Copper refinery at Murdochville. Trucks that delivered refined copper to the docks at Sandy Beach, where the North Star had once delivered tourists, now returned to Murdochville with copper concentrates from Tilt Cove.

Clarke had started to send ships to Tilt Cove in 1955, with the Ahern Trader delivering two cargoes from Montreal. Soon, it sent more ships, both coasters and canallers, with supplies for the newly-reopened Tilt Cove mine. In the autumn of 1957, it sent three chartered vessels to load the first concentrates for Gaspé. In all 17,000 tons of concentrates were delivered that year. And earlier, in July, the Ahern Trader had been sent to Little Bay, also on Notre Dame Bay, where the Irving Group's Atlantic Coast Copper Corporation Ltd was redeveloping another abandoned copper mine. Before long, Clarke was delivering supplies there as well.

Meanwhile, as the Tilt Cove trade was about to start in earnest in 1958, Clarke chartered the 2,577-ton collier Hudson Sound from the Hudson Steamship Co Ltd of London, to begin shuttling copper concentrates from Tilt Cove to Sandy Beach. Ships on the concentrates shuttle made as many as twenty voyages a season. But only one Clarke-owned ship would make regular calls at Tilt Cove, starting when the 2,484-ton Yorkwood joined the fleet in 1960. Mining at Tilt Cove lasted until 1967, during which time Clarke handled most of the mine's output.

**Quebec Steamship Lines Ltd**

While Clarke had run a freight service from Montreal to Prince Edward
Island and Pictou before the war and had served Prince Edward Island for four years after it. And F K Warren’s Inter-Provincial Steamship Lines had run an extensive pre-war service between the Great Lakes and the Maritimes. But there had not been a post-war revival in this trade. Warren had sold his ships during the war and Clarke had been busy with expansion in Newfoundland, the Quebec North Shore and to Goose Bay.

In the spring of 1957, however, Montreal-based Quebec Steamship Lines Ltd mounted a new Quebec-Maritimes shipping link using two chartered vessels, the Springwell Shipping Co's *Springdale* and the *Guard Mavoline*. Details of the start-up of the new service were announced in "The Gazette" on April 29: -

Quebec Steamships Ltd [sic] yesterday announced it will inaugurate a freight service Friday between Montreal and the Maritimes, with the sailing of the steamer *Springdale* from here.

*Springdale*, with a carrying capacity of 2,500 tons, will also call at Charlottetown PEI and Sydney NS, depending on demand. Sailings will be every fifteen days but will be stepped up, should tonnage requirements warrant. A spokesman for the firm said inauguration of the service will answer a need for stronger connections between the Maritime and the Central provinces. Halifax representatives of the line will be I H Mathers & Sons Ltd.

If the *Springdale* did indeed leave Montreal on that Friday, May 3, she returned to Trois-Rivières from Sydney on May 6 with a load of coal before heading east again. And the *Guard Mavoline* did not join her until June.

Quebec Steamship Lines had been founded as Constantine Line (Canada) Ltd and changed its name in 1948. Constantine Shipping Co Ltd of Middlesbrough, one of whose ships had been named *Yorkwood* (i), had developed the bulk gypsum trade from the National Gypsum Company's main loading dock at Dingwall just before the war.

From 1946 until 1955, Quebec Steamship Lines had managed the gypsum carriers of National Gypsum subsidiary Dingwall Shipping Co Ltd, which had been incorporated in Halifax on December 19, 1945. The 7,160-ton *Cheticamp*, 7,148-ton *Dingwall* and 7,142-ton *Walton*, all named for Cape Breton gypsum deposits, were war-built "Park" ships, acquired for the trade to US East Coast and Gulf ports such as Charleston and Galveston. The *Dingwall* had managed to make headlines when she docked in heavy fog at New London, Connecticut, on June 6, 1950, using only her radar. But she made headlines of a different sort when she collided with two anchored lighters in Long Island Sound on July 19, 1951.

These ships were sold in 1955, however, when Skaarup Shipping took over National Gypsum's shipping operations, using self-unloaders to deliver
product down the coast from its new Halifax quarry at Milford Station. At about the same time, Quebec Steamship Lines lost the management of three "Fort" ships owned by the Ivor Shipping Co Ltd of Montreal, which went to Chandris (England) Ltd. Thereafter, Quebec Steamship Lines had tried to develop other trade, including the carriage of ilmenite ore from Havre-St-Pierre to Sorel, which Skaarup was also after, and now this new coastal service using chartered ships.

Demand for Quebec Steamship Lines' Maritimes service cannot have been that great, however, as on June 20 the Springdale left Montreal on a voyage for Clarke to Corner Brook. The Guard Mavoline, meanwhile, returned to Clarke at the end of the summer for an October sailing to Blanc-Sablon before rejoining the Sept-Iles service.

Quebec Steamship Lines managed to survive for just one season to the Maritimes, as it had not anticipated the serious reaction of the railways. Its demise was recorded in a Canadian Pacific Railway circular dated June 20, 1959, more than a year after they went out of business:

In April 1957, the Quebec Steamship Lines Ltd inaugurated a steamship freight service between Montreal and Canadian Maritime ports for the purpose of handling domestic traffic and also import traffic ex-Far East and Indian steamers.

The railways, in order to meet this competition, offered a reduced scale of import freight rates on a selected list of commodities from Halifax to Montreal to the various steamship companies and these were accepted and published in our tariff E-1356.

However, on February 14, 1958, the Quebec Steamship Lines Ltd declared themselves bankrupt with liabilities in the amount of $191,000.

Just as the Intercolonial Railway had reduced the Quebec Steamship Co from six ships to one after 1876 with low tariffs, now eighty years later its successors had run Quebec Steamship Lines out of business. The shipping line applied to Ottawa for a subsidy for 1958-59, but the railways were not about to stand idly by when their own business was threatened. Although it was more of a threat to Canadian National than Canadian Pacific, the two railways tended to act in concert on such matters.

The new line survived long enough to get a mention in the future report of the Royal Commission on Coastal Trade. Meanwhile, various services operated by Quebec Steamship Lines involving Havre-St-Pierre and Gaspé were taken over by Eastern Canada Shipping Ltd of Montreal, a company formed in February 1954 that was mainly involved in stevedoring. Its premises on the Lachine Canal were not far upstream from where the Fleurus had docked before the war. A few years after the St Lawrence
Seaway opened, Eastern Canada Shipping sued the government after the closure of the eastern end of the Lachine Canal in February 1965 forced it to move to Shed 27. It eventually won $44,000 in damages.

**Road Developments**

As a highway was now being built along the North Shore it is worth looking at developments there, where to date there had been very few roads, and certainly no railway competition. While paved highways now covered all of the South Shore to Gaspé and around to New Brunswick, highways on the North Shore had until now been quite rudimentary. Those that existed at all consisted of short stretches of road such as from Clarke City to Moisie around the Bay of Sept-Iles.

In 1957, the highway from Quebec still stopped at Baie Comeau. Although the paper mill had opened almost twenty years earlier, it relied on water transport to receive supplies and raw materials and to ship its product to New York and Chicago, so the highway was still largely gravel, with stretches of paving here and there. When work began on a new Baie Comeau smelter for Canadian British Aluminum in 1957 and a grain elevator for Cargill that was to open in 1960, Baie Comeau was still at "the end of the road." Like newsprint, aluminum and its raw material bauxite, as well as grain, are best carried by ship.

To get to Baie Comeau, uninterrupted paved roads led from Quebec as far as Murray Bay, where they then turned into a second-class gravel road as far as the Baie-Ste-Catherine - Tadoussac ferry. From Tadoussac to Forestville was largely paved, but with some gravelled sections, and then from Forestville to Baie Comeau was gravelled with paved sections. Quebec-based Autobus A Drolet Ltee had started a Quebec-Forestville bus service in 1945, crossing the Saguenay on the Clarke-owned Jacques Cartier, and extended service to Baie Comeau in 1950. But beyond Baie Comeau there was still nothing on the map but a "projected road" until a gravel road picked up the coast from Baie-Trinité to Shelter Bay, and eventually to Clarke City, Sept-Iles and Moisie. It was this gravel road that was now being extended in a westerly direction towards Baie Comeau.

The lack of highways had of course been a boon to coastal shipping, as anything that moved had to move by water or by air, but with the huge developments taking place on the North Shore this would not last forever. The Quebec Government was finally working on completing a highway network and stringing the pieces together.

While this was happening the last of the wooden goélettes were being built and some of the older ones were being replaced by second-hand steel ships. New coasters from Quebec shipyards would soon be added to the coastal fleet as well. And with the development of new highways, new car
ferry developments would follow.

Desgagnés Goélettes

Since the Mont-St-Joseph of 1935, J A Z Desgagnés ships had all carried "Mont" names. The Mont-Notre-Dame of 1938 had been followed in 1944 by the Mont-Royal. The 350-ton Mont-Ste-Marie, with the largest tonnage of any wooden goélette, and able to load about 500 tons of cargo, had followed in 1952, inheriting the German-built diesel engine that had to be removed from the Mont-Notre-Dame during the war. Ultimately, this engine proved unreliable again and had to be replaced by a General Motors diesel. The Mont-Ste-Marie was the last wooden goélette built by Desgagnés. The next step for Desgagnés would be to build a steel coaster.

J A Z Desgagnés, in an interview with Michel Desgagnés for his book "Les Goélettes de Charlevoix," talked about how the Desgagnés shipping interests had grown over the years:

Well, we went to Shelter Bay, then to Baie Comeau, then we worked for Clarke Steamship. We carried cargoes for quite a while, almost twenty years, for this company on the North Shore. We were paid by the day, and paid well enough. Next, we built a larger boat. That's how we grew.

Probably the most significant ship Clarke ever chartered from Transports Desgagnés, its first steel ship would be built especially built to work for them. The Desgagnés, based on their own experience of operating ever-larger goélettes and Clarke's own coasting requirements, had developed an efficient, low-cost steel coaster design for the North Shore, and Capt J A Z would be her master until the early 1960s.

While awaiting the new vessel's delivery in 1957, Clarke chartered the Mont-Royal for the 1956 season. She made fifteen voyages between Quebec and Sept-Iles or Havre-St-Pierre, and usually returned to Quebec with pulpwood. In this trade, he Mont-Royal displaced another goélette, the Ivan C, which had been engaged in 1955.

The trio of Mont-Notre-Dame, Mont-Royal and Mont-Ste-Marie all saw a fair amount of employment with Clarke during the 1950s, usually on voyages from Montreal to Forestville or Sept-Iles. It also used the Mont-Notre-Dame and the Mont-Royal extensively in the Beloeil-Sept-Iles explosives trade, and would until about 1964.

The Steel Coaster "Mont-St-Martin"

Clarke arranged in 1956 for Transport Desgagnés Inc to build a new
steel-hulled coaster that it could charter for its North Shore service. This coaster, the 493-ton Mont-St-Martin, was duly completed by G T Davie & Sons at Lauzon and made her maiden voyage from Montreal to Sept-Iles on June 1, 1957, just, as it happens, as the North Shore suffered her embarrassing grounding. The new ship's name followed the Desgagnés tradition of using the prefix "Mont."

With dimensions of 144 feet overall by 33 feet, a deadweight of 1,000 tons, and manned by a crew of eight, the Mont-St-Martin was just one of many Desgagnés ships that Clarke employed over the years. She had a 32,500 cubic foot capacity, with a single hatch served by two booms, number one being 2½ tons and number two 5 tons, while her upper deck and hatches were strengthened for heavy cargoes of machinery and construction equipment.

During her first season the Mont-St-Martin ran between Montreal and Sept-Iles but she also loaded occasional cargoes of copper at Mont-Louis on her return. Mont-Louis was not far from the Gaspé Copper Mines refinery at Murdochville. The new ship traded regularly to Sept-Iles, loading intermittent backhaul cargoes of copper, pulpwood, or aluminum. Extending her run to Havre-St-Pierre in 1961, except for a charter elsewhere in 1962, the Mont-St-Martin would maintain the Montreal-Sept-Iles service until 1973, even after Clarke-owned ships had left the service.

With the addition of the Mont-St-Martin, the company's new Gulf of St Lawrence line-up was outlined in "The Gazette" on April 29, 1957: -

Clarke Steamship Co Ltd announces it plans increased service to the Gulf of St Lawrence this season. The services have been classified in five groups: Upper coast service, Intermediate coast service, Gaspé coast service, Lower coast service and Magdalen Islands service.

Sailings for the first, by the North Coaster, Orléans and Mont-St-Martin, will originate Tuesdays and Fridays from Montreal. The Intermediate coast service will be maintained by the North Pioneer and Longboat each Wednesday, the Gaspé coast service by the North Gaspé on alternate Mondays and Tuesdays, the Lower coast by the North Pioneer semi-monthly, and Magdalen Islands service by the North Gaspé semi-monthly.

The Longboat was a new type of coaster, the first of several "Fabric" type vessels built in Britain during the war, that made it to the St Lawrence during the 1950s. By using such chartered ships to supplement its own basic fleet, Clarke was able to tailor its capacity to meet demand.

Service to Newfoundland, meanwhile, had been opened by two Paterson ships once again, with the Wellandoc departing Montreal on April 16 for St John's and the Kingdoc April 18 for Corner Brook. Thereafter, the
Novaport and Gulfport took up the St John's service and two chartered ships, the Ahern Trader and the 1,469-ton British-owned Guernsey, the service to Corner Brook. With dimensions of 271 by 40 feet and a deadweight of 2,515 tons, the Guernsey was a 1934-built steamship, recently acquired by Stelp & Leighton Ltd of London, a company that had been involved in the Great Lakes Transatlantic trade before the war. She made nine Corner Brook voyages that season, returning with cargoes of either cement or gypsum for Montreal.

Although the Guernsey had been built with accommodations for twelve passengers this was not used. The Clarke passenger guide for 1957 was simply changed from the previous Montreal, Corner Brook and Dingwall and Montreal, St John's and Dingwall routings to a single listing for Montreal, St John's and return via Halifax or St Lawrence and Port Alfred as the Gulfport moved to the St John's service. This marked the end of the Corner Brook passenger service after more than three decades.

Meanwhile, before the Ahern Trader and Guernsey had even got started, a third Paterson canaller, the Newbrundoc, left Montreal for Corner Brook on May 14, and a fourth, the Ganandoc, took three more Corner Brook departures, leaving Montreal on June 5, July 9 and November 20.

The "Longboat" and the "Fabric" Type Coasters

The "Fabric" Type coaster was a class of twenty-five shallow draft vessels, designed by the British Ministry of War Transport and built in England in 1944-45 at Goole and Hessle. They had dimensions of 148 feet overall by 27 feet, a deadweight of about 450 tons, and were operated by a crew of seven. Although the "C" Type coaster could carry a heavier cargo, the "Fabric" types were much more economical as the "C" Type's usual crew complement was between twelve and fourteen.

Transport Maritime Harvey Ltée of Ste Foy, owned by Gérard and Henri Harvey, had brought the first "Fabric" Type vessel, the Longboat, to Quebec in October 1954. Almost five years later they would add the 386-ton St Pierre, a "Far East" type shelter decker built at Wallsend to a very similar specification. Clarke first engaged the Longboat for two voyages from Montreal to the North Shore in October 1955.

Gérard Harvey, in his book "Destinée Capitaine," wrote in detail about the introduction of the first of these "Longboats" to the St Lawrence trades. At the end of his first full season in 1955, not only had he got a couple of voyages from Clarke, but he had also obtained a contract in October from the Gulf Pulp & Paper Co, which he mentioned in his book: -

A significant contract was offered to me: several voyages with woodpulp between Clarke City and Dalhousie... The cargo was ideal for
the Longboat - rectangular blocks in a rectangular hold. What a difference from the cradle holds of the goélettes...

After ten voyages with woodpulp, we carried potatoes from Summerside and salt from Pugwash for the coastal towns of Havre-St-Pierre and Baie Comeau. I became aware that for our goélette co-operative, Caboteurs Unis de Québec, my steel-hulled intrusion was becoming the ideal ship, capable of taking any kind of cargo, whether lashed, corded or dropped in bulk.

However, the Longboat was plagued with engine problems, and one of these many events had been recorded in an exchange of radio messages on June 22, 1955, as recounted by Harvey: -

"This is Longboat. Engine inoperative. Need a tow towards Quebec. We are a few miles off St-Siméon. Seek assistance from any ship that is in the vicinity. Over."

"Hello Longboat. This is Jean Brillant. We can be there in about two hours. Over."

"OK Jean Brillant. I think we can wait for you without problem. Weather is fine and there is practically no current. Over."

"Hello Longboat. This is the Amanda Transport. Gérard, what happened? Over."

"A cylinder head blew. I don't yet know why. We are waiting for the Jean Brillant. Where are you? Over."

"We just passed Cap aux Oies. Thank the Jean Brillant, we are close enough to tow you. Over."

"Perfect, Henri. I will wait for you."

"Hello Longboat. This is the Jean Brillant. We heard. Good luck. Over."

The goélette Amanda Transport was owned by Gérard's brother Henri, and was on a voyage for Clarke at the time, carrying poles from Montreal to Clarke City and Sept-Iles. Her charter hire would have been adjusted to take into account any deviation to come to the rescue of another ship, especially if the Clarke cargo had been delayed as a result.

The "Longboat" Gets a New Engine

With her continual breakdowns, Gérard Harvey was finally forced to take action, and had a new engine installed in the Longboat at Lauzon in
June of 1956. He recounted the story thereafter in his book: -

I was in a hurry to hear the new cylinders thumping away below the bridge. This was a Lister-Blackstone diesel, the first of its kind to power a ship in North America... Its power was 360 horsepower and it had cost us $26,000 plus $11,000 for installation...

The Longboat had proven that it could trample the flowerbeds of the big shipowners and I was content to take a charter from Clarke Steamship. For three seasons, I no longer had to search for shipping contracts. It had become a pleasure to parade the length of the river in a small model ship that all my friends envied...

In 1959, Henri went back to England after the sale of the Amanda Transport to buy another "Longboat," the Sea Green, which was renamed St Pierre in Quebec. Competitors followed the example and soon there were five "Longboats" plying the St Lawrence with the arrival of the Champlain... the Fort Carillon... and the Ste Marguerite.

The Harveys had succeeded in introducing a new type of ship to the St Lawrence trades just as steel ships were slowly replacing the smaller wooden goélettes.

**Clarke Charters of "Fabric" Types**

Clarke engaged the Longboat for fifteen voyages in 1956 and eighteen more in 1957 in its regular Montreal - Sept-Iles - Havre-St-Pierre service, often loading pulpwood at South Shore ports for the return voyage. It did not use the Longboat in 1958, but in 1959 hired her for one voyage from Beloeil, near Montreal, to Sept-Iles, with explosives, and another from Montreal to the Magdalen Islands. This was followed by four voyages from Pictou to the Magdalen with overflow lumber that could not be handled by the Magdalen.

The St Pierre made three voyages for Clarke in the explosives trade in 1960, and the Longboat four. The Longboat and the St Pierre thereafter saw only sporadic employment with Clarke, usually in the Montreal - Sept-Iles cargo service or in the explosives trade from Beloeil.

Clarke also chartered other "Fabric" Types, but only for a few voyages each. Two of these were the 411-ton Champlain, owned by Roger G Desgagnès' Compagnie de Navigation Desgagnés Ltée, and the 393-ton Fort Carillon, owned by Jean-Paul Desgagnés. Both were acquired through London shipbrokers Purvis Shipping Co Ltd, and began working for Clarke in 1960, with the Fort Carillon making her first few voyages under her British name of Fosdyke Trader. A fifth such vessel was Paul Bouchard's 411-ton Torridge Lass, later renamed Ste Marguerite.
In 1960, four "Fabric" Types performed eleven voyages in the Beloeil - Sept-Iles explosives trade, the Longboat four, the Fosdyke Trader and St Pierre three each and the Champlain one, all in late summer.

The "North Coaster" Offers More Vagabond Cruises

Starting in 1957, the North Coaster dropped her calls at Havre-St-Pierre and went onto an abbreviated 8-day voyage, leaving Montreal on alternating Fridays and Tuesdays for Forestville, Baie Comeau, Franquelin, Godbout andSept-Iles only. Running on a schedule almost directly opposite the Mont-St-Martin, she called at other ports by inducement. The fare for the North Coaster's new 8-day cruise was $165 by summer or $124 in the off season, not a large reduction from the $175 and $140 she had been charging previously for a 12-day voyage.

With the shorter voyage, the North Coaster was able to offer twenty-two sailings in 1957 compared to sixteen or seventeen previously. This generated an extra 60 to 70 berths per season, or about a third more capacity, so a modest new brochure was printed to promote the North Coaster's new "8-day scenic cruises from Montreal to five fabulous North Shore ports in the beautiful Gulf of St Lawrence." The North Pioneer, meanwhile, with her larger number of passenger berths, continued on the longer 12-day voyage to Blanc-Sablon.

The North Pioneer had developed a sequence of early season Lower North Shore voyages that saw her starting in early April and proceeding as far as the ice would allow until she made it all the way to Blanc-Sablon. Typically her first voyage would reach Natashquan and the second La Tabatière, and she would usually reach Blanc-Sablon by the third, in early to mid-May. An exception was 1958, when she reached Blanc-Sablon and then headed straight across the Gulf to Gaspé, on her second voyage from Montreal on April 23. Another exception came in 1959, when her first three voyages turned at Natashquan, Harrington and La Tabatière, not reaching Blanc-Sablon until the fourth voyage from Montreal on May 21. Ice conditions varied year by year.

Sister Ships Meet in Montreal

In the early summer of 1957, someone on the waterfront noticed two "Hansa" types ships in port together, the result of which was a Canadian Press story that ran on July 3 under the heading "'Invasion Ships Meet in Montreal":

Two ships met again by chance in Montreal harbour Tuesday for the first time since the mission they were built for evaporated with the liberation of Europe and the destruction of the Third Reich. Both were
to be part of Operation Sea Lion, Hitler's last supreme gamble to break Britain during the Second World War.

Heavily-armed when built, the ships were known as *Weserstrom* and *Weserwehr*. They were to carry munitions and supplies across the English Channel in support of projected invasion armies. Today they are known as the British tramp *Albatross* and the Clarke Steamship line's freighter *Novaport*.

The *Albatross* arrived here with a cargo of steel bars and general merchandise from her birthplace, Antwerp, and other European ports. The vessel was taken over by the British Ministry of Transport when Antwerp was captured by the British Army. In 1947, she was sold to her current owners the General Steam Navigation Co Ltd.

The *Novaport* was built in Hamburg. She was brought here in 1950 and has since been fulfilling her career running between here and the Gulf of St Lawrence.

As sometimes can be the case with press stories, a few corrections are needed. The *Novaport* had traded from Montreal as the *Empire Gangway* as early as 1947 and had been purchased by Clarke at auction later that same year, but she had not taken the name *Novaport* until 1950. The 1,825-ton *Albatross*, meanwhile, had been captured at Kiel, after which she had been renamed *Empire Galena*, but let's not let a question of location get in the way of a good story. Both ships had been managed by North German Lloyd before being taken as British war prizes.

The *Albatross* was also a sister ship of the General Steam Navigation Co's *Sheldrake*, that Clarke had chartered for the summer seasons of 1954 and 1955 and for a couple of late season sailings in 1956.

**Gaspé CopperMines Ltd**

On the South Shore, meanwhile, Gaspé Copper Mines Ltd, with its smelter at Murdochville, near Gaspé, had begun operations in 1955 and achieved full production in 1956. During the construction phase in the second half of 1954, the *North Coaster* and *Sheldrake* had each made three trips to Sandy Beach and the *Novaport* one, bringing in supplies and equipment for the new Murdochville smelter while serving their usual routes. This $40 million project treated copper ores from its own deposits and would soon be receiving concentrates from two mines in Newfoundland.

Such a new industrial development in the Gaspé region had the obvious potential of supplying new cargoes for Clarke ships. Not only would the usual Gaspé service receive a fillip but the Murdochville smelter would ship occasional cargoes of copper anodes to Montreal, while concentrates
from Newfoundland would flow over the pier at Sandy Beach.

In 1955, the North Gaspé made twenty-nine voyages and five goélettes made individual voyages to deliver cargo to Gaspé, and in one case to Mont-Louis. In 1956, the North Gaspé made thirty trips, the Fort Lévis one and a chartered goélette another. In 1957, the North Gaspé undertook twenty-seven voyages to Gaspé and the North Coaster two to Mont-Louis, plus two more by chartered coasters.

The Mont-St-Martin loaded her first cargo of copper at Mont-Louis on August 2, 1957, followed by three more cargoes that month, for the North Coaster, the Fort Lévis and the Mont-St-Martin once more. While not a regular flow, Clarke ships occasionally called at Mont-Louis on their way back from the North Shore to load these cargoes for delivery to Canadian Copper Refiners Ltd in Montreal East.

March 1957 saw the beginning of a long drawn-out strike at Murdochville that lasted until October, when workers organized an illegal strike against Noranda Mines, the parent company of both Gaspé Copper Mines and Canadian Copper Refiners. Damages would ultimately be assessed at $1.6 million.

The Federal Intercoastal Line and Port-Cartier

The one major development that Clarke missed out on in the 1950s was the Quebec Cartier Mining Co's iron ore project at Lac Jeannine, near Gagnon, Quebec, and a new port at Port-Cartier, just east of Shelter Bay.

Formed in January 1957, Quebec Cartier Mining was an arm of the United States Steel Corporation, which wanted a dedicated service for its new Quebec developments. When it awarded its supply contract, it went not to Clarke, but to Federal Commerce & Navigation Co Ltd, which had moved its head office from Toronto to Montreal in 1952. It had also been engaged in the Arctic re-supply trades since 1953 and entered the St Lawrence coasting trade with the 1957 season.

Port-Cartier, built to accommodate the largest ships in the world, is an artificial port, blasted out of solid rock. Not only did Federal Commerce look after the supply of Port-Cartier, but it also helped to develop its port, setting up Federal Terminals Ltd to operate its cargo handling facilities. Federal Terminals also built a tug, the 182-ton Federal Beaver, to supply local towing. In fact, Federal Commerce and Port-Cartier became so entwined that Port-Cartier would effectively become "its" port for over forty years.

Meanwhile, that April, Federal Commerce opened the Federal Intercoastal Line, a service that, with its prime discharge port at Port-Cartier, was able to pitch freight rates below those charged by Clarke. This did not
stop them offering service to Forestville and Sept-Iles, however, as well as Newfoundland outports. To begin with, Federal Intercoastal offered a sailing every Friday from Shed 28 in Montreal, with the first departure taken on April 20 by its own 2,051-ton Federal Explorer, a former canalier whose bridge had been moved aft during deep-sea service.

It then chartered the Keta to handle supplies and equipment, as well as rails, locomotives and ore cars for the 191-mile Cartier Railway that would allow mining to commence at Lac Jeannine in May 1959 and concentrate production to begin in December 1960. A number of British coasters were also chartered, the first being the 974-ton Firth Fisher, while ships were also taken from Caboteurs Unis de Québec, and others, such as the 522-ton "C" type coaster Maymere, from Shaw Steamship.

One particular pair of British coasters, the brand-new 1,074-ton Ardgarry and the 1953-built 1,044-ton Ardglen, motorships of 221 by 34 feet owned by P MacCallum & Sons Ltd of Greenock, were used by Federal Intercoastal in its inaugural year, and would come back for several seasons. Although primarily Federal Intercoastal ships, the Ardgarry also made half a dozen voyages for Clarke, sailing from Montreal to Newfoundland and the North Shore in 1959 and 1960. She was then used by Newfoundland Canada Steamships from Halifax in autumn of 1960. So as well as the North Shore, these ships visited the Magdalen Islands, St John's, Corner Brook, Goose Bay, Halifax and Sydney in their rounds on the Canadian coast. The Ardgarry was an unfortunate ship, however, as she was lost with her whole crew of twelve while on a voyage in her home waters, from Swansea to Rouen, on December 29, 1962.

Although Federal Intercoastal got the Quebec Cartier contract, some Port-Cartier cargo still came Clarke's way, including half a dozen cargoes over a period of about three weeks in November 1958. The Gulfport made one call at Port-Cartier en route to St John's while the others were dedicated voyages from Montreal or Quebec by chartered tonnage, including three trips by Anglo-Canadian's Guy Bartholomew and Robert McMichael.

Clarke also acquired a majority interest in a Sept-Iles trucking company, Porlier Transports Ltée, in 1958 so that it could carry cargo from Sept-Iles to Port-Cartier for Quebec Cartier Mining. The Sept-Iles Chamber of Commerce guide "Sept-Iles," from 1959, gives us more background:

Already three transport companies operate between Sept-Iles and points west to Clarke City and Shelter Bay. Their equipment is modern and comprises all the latest method of surface transport. At the present time railroad equipment of all kinds is being carried from the Dock to Port-Cartier, just this side of Shelter Bay. From this point the new railroad to Jeannine Lake for the Quebec Cartier Mining project is being constructed under contract to Pitts Foley.
Quebec Cartier's own Cartier Railway was built to bring iron ore from the interior to Port-Cartier, where in 1961 the 20,910-ton Ore Transport loaded its first cargo, and then commenced work from Port-Cartier year-round. The Ore Transport, the world's largest ore carrier at the time, was capable of carrying 60,000 tons and was owned by D K Ludwig's National Bulk Carriers Inc, which had built her for charter to Navios Corporation, the ocean-going shipping arm of US Steel.

Federal Commerce, today known as Fednav, is known mainly for developing ocean shipping on the St Lawrence Seaway, but its participation at Port-Cartier was important, and lead to later activity with US Steel, including for many years, first a half interest and then full ownership of Navios Corporation.

Elsewhere, the American iron ore company, Pickands, Mather & Company of Cleveland, began to take an interest in Canadian Javelin's iron ore development at Wabush Lake. An Ohio-based company, the Wabush Iron Co Ltd, was formed in 1957 to acquire majority rights to the mine and its railway, while a minority interest was taken by the Steel Company of Canada Ltd in Hamilton.

**North Shipping & Transportation's "D'Vora"**

An interesting ship came onto the scene in 1957 when the 466-ton coaster D'Vora was fitted out for coasting duties by Halifax Shipyards Ltd. Originally a steam-powered naval trawler, she was now registered to North Shipping & Transportation Ltd, a company that was owned by Capt Raymond Duval of Ste Foy, himself a former master of the Anticosti Shipping Co's Fleurus.

The D'Vora had been converted into a cargo ship and brought out from Birkenhead to Canada in December 1954 by Nova Scotia's Mercury Fisheries Ltd. At Halifax, she had been fitted with refrigerating machinery to load catches from a new fleet of herring trawlers and drifters in Gulf of St Lawrence ports, including Pictou, Cheticamp and on Cape Breton Island. When Mercury Fisheries failed in the winter of 1956, the fishing fleet and the D'Vora were sold at auction, which is when Duval had purchased her. In converting her for the St Lawrence coasting trade, he replaced her steam plant with a new Crossley diesel engine.

With dimensions of 164 feet overall by 28 feet, the D'Vora had the same hull as the Guard Mavoline, but her new engine and superstructure were fitted amidships, as opposed to aft. When she came to the St Lawrence, the D'Vora had a deadweight of 725 tons and carried a crew of ten. D'Vora is a Hebrew derivation of the name Deborah, a name she had acquired in 1951 when registered in Haifa to trade in the Mediterranean.
Plans For a New Winter Ship

Clarke's North Shore service, meanwhile, needed a new ice-strengthened cargo ship to assist the North Gaspé in the winter service from Pointe-au-Pic. With the new developments on the North Shore the North Gaspé, with her relatively low cargo capacity, was running full and the company was chartering tonnage for much of its needs. But as it needed a first-class cargo vessel for winter service it decided to build its own. Although it had commissioned naval architects Milne, Gilmore & German tin 1956 to design a new "winter service vessel," a design that was completed in 1957, a ship had not yet been ordered.

Competition entered the scene on December 9, 1957, when the new Federal Intercoastal Line, with the backing of the Quebec Chamber of Commerce, opened a regularly-scheduled winter service from Quebec to Forestville, Baie Comeau and Sept-Iles with the chartered D'Vora, which it had been using in its summer service. At first employing Canada Steamship Lines as its agent in Quebec, Federal Intercoastal later opened its own office at 81 rue St-Pierre. Somehow, the "Chicago Tribune," in not reporting the new winter service until January 18, 1958, managed to convert the fourth voyage of that winter into the first by calling the first three "experimental": -

Winter shipping service on the St Lawrence River from Quebec to Baie Comeau and other north shore communities was started today for the first time in history.

The motor vessel D'Vora, 750 tons, sailed from here to take a cargo of merchandise down river through the ice floes to Forestville, Baie Comeau and Seven Islands. Baie Comeau, home of the "Chicago Tribune" newsprint mill and the Canadian British Aluminum Company's new ingot smelter, is 215 miles downriver.

The Federal Intercoastal Line, operating the D'Vora, and experienced in Hudson Bay, Arctic and Ungava shipping, said the vessel will depart from Quebec every week to 10 days. It made three experimental sailings earlier this winter, accompanied on two of the trips by icebreakers, before regular service was scheduled.

Icebreakers operated by the federal department of transport will open channels and clear ports of call of drift ice when required. George Hees, transport minister in Ottawa, has put an additional icebreaking vessel on duty in the lower St Lawrence this season, which have no railroad.

The new shipping service from Quebec is in addition to a year around weekly service operated for several years by the Clarke Steamship Company from Pointe-au-Pic, near the mouth of the Saguenay River,
80 miles downstream from Quebec, and Baie Comeau, Shelter Bay, Franquelin and other north shore ports.

The D’Vora completed nine voyages from Quebec over the winter of 1957-58, carrying 1,926 tons of cargo. That same winter, Clarke’s North Gaspé made eleven winter voyages from Pointe-au-Pic, backed up by three chartered vessels, the Guard Mavoline with seven trips, the St Yves with six and the Fort Lévis with two, for a total of twenty-six voyages. These ships had strong hulls, the Guard Mavoline having been built as a minesweeper, the St Yves as a lightship and the Fort Lévis as a salvage lighter. All three had been converted to diesel-powered coasters in the 1950s.

Although the Quebec Chamber of Commerce had asked Clarke to offer a winter service from Quebec, after the difficult voyage of the North Gaspé in December 1951 and thirty years experience at Pointe-au-Pic, it had preferred to operate early and late winter voyages from Quebec if ice allowed, as it had in 1953, for example, and mid-winter voyages from the end of rail at Point au Pic. But now, although Clarke had performed almost three times as many voyages, the D’Vora had proven that Quebec could be a viable winter port. Not enjoying the competition, Clarke duly arranged to charter the D’Vora the next winter to open its own Quebec-Sept-Iles winter service.

In the meantime, work was now under way on a new ice-strengthened ship, for which it had placed an order with G T Davie & Sons Ltd at Lauzon, who had just built Desgagnés’ Mont-St-Martin. The new ship would allow Clarke to carry on its subsidized North Shore service, as she would offer the extra capacity that was now much needed for an expanded winter service to the North Shore.

The Report of the Royal Commission on Coasting Trade

On December 9, 1957, the same day the D’Vora left Quebec on her first winter sailing for the North Shore, the Canadian Government published its report on a two-year Royal Commission on the Coasting Trade of Canada, which had conducted hearings across Canada between July 1955 and January 1956. Desmond Clarke, Stanley Clarke and Brock Clarke had all submitted briefs on behalf of the Clarke Steamship Co, which included seven exhibits concerning freight rates to St John’s. Brock Clarke, as counsel, had also submitted a brief on behalf of the Dingwall Shipping Co Ltd.

Two of its competitors, Constantine Canadian Services and Newfoundland Great Lakes, used exclusively British-flag ships while Clarke operated Canadian-flag ships, supplemented by chartered vessels of both Canadian and British flag. Accordingly, Clarke argued for the protection of Canadian-flag shipping. The St Lawrence Shipowners Association and the Dominion Marine Association, representing Great Lakes operators, had also argued for that protection, but some smaller owners such as Newfoundland
Canada Steamships and Anticosti Shipping opposed it. Blue Peter Steamships made no representation at all, probably because most of the product it carried was now bound for the United States.

Clarke's position was laid out to the Royal Commission more than two years earlier, on October 7, 1955, and "The Gazette" had reported the next day:

One of the largest employers of British ships in the Canadian coastal trade told the Royal Commission on Cabotage here yesterday it would gladly switch to Canadian vessels if afforded proper protection.

The move would involve purchase of new ships or transfer of others to Canadian registry and manning of them by Canadian crews. At present, the firm, Clarke Steamship Company, hires low-cost British vessels for its services between Montreal, Halifax and Newfoundland.

Officers pointed out though that any proposed legislation to restrict the trade to Canadian-flag ships might be killed should "loopholes" be left open in its construction.

"Protection to eliminate unfair competition would satisfy us," president S D Clarke of Gulf Ports Steamship Co Ltd, a subsidiary, said. Although the firm uses British vessels, "we would have no fears concerning the legislation if it were airtight."

Desmond A Clarke, president of the parent company, told "The Gazette" later that his firm had "no objection whatsoever to protecting the trade for Canadian ships."

On the same day, the St John's "Daily News" had carried a Canadian Press story from Montreal, headed "Canadian Companies Ask Protection Against Foreign Shipping":

Clarke Steamship Company and five allied firms asked Friday for greater protection against low-cost foreign shipping in Canadian coastal waters. The request was contained in a joint brief to a three-man royal commission sitting for the fourth day in Montreal. The commission was also presented with briefs from four other companies asking that no change be made...

The brief said vessels registered in Canada cannot compete economically with those registered in Britain or other parts of the Commonwealth. Canadian wages and working conditions and repairs and overhauls carried out in Canadian shipyards with Canadian labor "are substantially higher."

The Clarke Company asked that a year's notice be given signatories in
the British Merchant Shipping Act so Canada can change the law to restrict operations to Canadian-registered vessels owned, manned and operated by Canadians.

The company suggested legislation to provide for a change a year after date of notice. But it suggested also a relaxation period of not more than four years regarding coastal ships not now competing directly or indirectly with Canadian ships, provided no Canadian-registered ships are available and no other means of moving commodities are available.

The brief also said: "While we consider that the coasting trade of Canada should not be restricted to Canadian-built vessels" ... certain measures should be taken to afford a "fair measure of protection and encouragement to Canadian shipyards."

These measures included amendments to the Customs Act relative to outfitting of vessels; continuation of the present inducements to Canadian shipyards; a duty or sales tax on ships built in the Commonwealth outside of Canada.

Briefs opposing a change were submitted by Gillespie-Munro Ltd, a Montreal freight-forwarding company which for several years has organized movement of freight to Canadian Labrador and Arctic points; the Iron Ore Company of Canada and its shipping subsidiary, Iron Ore Transport Co Ltd, and the Dingwall Shipping Co.

Clarke's submissions had included a careful analysis of the cost difference between two sister ships, the Canadian-flag Novaport and the British-flag Sheldrake, which it had used between Montreal and St John's in 1954 and 1955. This demonstrated that in liner service, for each $1 of freight the cost of a Canadian vessel was 45 cents and terminal and overhead costs 55 cents, while for the British sister ship the vessel cost was 37 cents plus 55 cents, or 92 cents total. "Thus an operator using a vessel on United Kingdom registry would have a margin of 8% available for profit or for competitive rate reduction, compared with an operator using a similar vessel on Canadian registry, although the operating cost of the Canadian vessel, apart from terminal and administrative expenses, was 22% higher," said the report. The latter figure of course referred to the difference between the 45-cent and 37-cent ship costs.

Arguing for the protection of Canadian-flag shipping meant recommending a higher cost service to one's own clients. In order to overcome this, Clarke submitted a "Statement showing retail prices in St John's, Newfoundland, on September 20, 1955, in relation to freight rates - Montreal to St John's," which showed that the cost of Canadian-flag ships did not add significantly to prices. An extensive list of consumer goods demonstrated that the extra cost was as little as a fifth of a cent on a ham or
a pound of butter, or 17 cents on a washing machine. This type of analysis would be used by Clarke for many years to come, whenever the question of freight rates became an issue, as St John's merchants were often wont to blame shipping costs for the higher prices charged to Newfoundland consumers.

One item the Royal Commission considered was the effect that a revision of the coasting laws might have on subsidies. In fiscal 1956-57, Ottawa spent $7 million subsidizing the ferry crossings between Newfoundland and Nova Scotia and between New Brunswick and Prince Edward island. Another $5.5 million was paid to the Dominion Shipping Co for the movement of Cape Breton coal into the St Lawrence River, a trade that was largely carried in British-flag ships. These two activities accounted for 86 per cent of shipping subsidies paid by Ottawa. Had the Royal Commission decided to restrict trade to Canadian-flag ships, Ottawa would then have had to pay out many millions more to keep Nova Scotia coal competitive with coal from the United States. On the other hand, the $842,000 paid for services within the province of Quebec and $370,000 paid for interprovincial services, the main areas within which Clarke operated, accounted for just 5.8 per cent and 2.6 per cent, respectively, of the total budget. As we have seen, some provinces, such as Quebec, paid subsidies as well.

Brock Clarke had submitted a brief on behalf of the Dingwall Shipping Co that opposed any change being made. Dingwall's submission was based on its participation in the Havre-St-Pierre to Sorel ilmenite trade, which had grown from 400,000 tons in 1955 to 627,600 tons in 1956, and the carriage of iron ore from Sept-Iles to Contrecoeur for transshipment to canallers. The latter would become international trade on the opening of the Seaway but the ilmenite would remain coastal cargo. By now, Dingwall was a subsidiary of Scandinavian Ore Tankers Inc of Stockholm, an associate of Nordstrom & Thulin AB, and its ships were managed by Skaarup Shipping.

Dingwall had only recently moved into bulk carriers, partly in anticipation of the opening of the St Lawrence Seaway. In 1955, it acquired the 10,429-ton Walton (ii), a tanker converted into an ore/oil carrier, to carry ilmenite from Havre-St-Pierre to Sorel. Her diesel engine was one of two salvaged from the Bergen Line's 7,287-ton North Sea passenger ship Vega, seized by the Germans and bombed by the Russians in the Baltic in May 1945, on the same day that he Duke and Duchess of Windsor had departed Nassau in the Jean Brilliant for Miami. Next came the 12,721-ton Knob Lake and 12,714-ton Tritonica, ice-strengthened 19,000 dwt sister ships delivered in 1956 to take part in the expanding iron ore trade out of Sept-Iles. The three bulk carriers all came from the same Sunderland shipyard that had built the Quebec Steamship Co's Bermudian and Guiana fifty years earlier.

In the end, the Royal Commission recommended against restricting the coasting trade to Canadian vessels and creating a Canadian "monopoly."
What this really meant, of course, was that the Commonwealth Shipping Agreement of 1931 had been confirmed. Under this agreement, Commonwealth-flag ships were allowed into one another's coastal trades. British coasters were therefore still free to compete at will in the Canadian coastal trade, for which many were indeed well suited, but non-Commonwealth ships were prohibited, as before, from trading between Canadian ports.

Clarke and the Coasting Laws

Clarke had always of course run its own Canadian-flag *Gulfport* and *Novaport* to Newfoundland. But using the provisions of the Commonwealth Shipping Agreement, it had begun chartering British-flag coasters for the Newfoundland trades in about 1950. Prior to 1949, Newfoundland had been a separate country and the trade had been international. But when Newfoundland joined Canada, the Commonwealth Shipping Agreement helped Clarke to compete with companies who were already using lower-cost British tonnage. Chief among these was Newfoundland Great Lakes Steamships, but there were others such as Constantines. A measure of the economic impact of using British ships rather than Canadian was a 1954 finding that while Canadian seamen were paid $204 a month, British ratings earned less than half that amount, or about $90 a month.

Despite the competition to Newfoundland, Clarke continued to use almost exclusively Canadian ships in its Quebec North Shore trades, either its own vessels or those chartered from Quebec owners. The company did not send British ships to the North Shore except for very occasional calls by vessels en route to Newfoundland. And even then this was only done when cargo interests such as Hydro-Quebec or the mining companies needed extra tonnage urgently.

Clarke indeed also supported Quebec owners by engaging their ships for almost two hundred voyages to Newfoundland over the same period, despite the availability of British ships for the trade, and would continue to do so.

Harney Brothers' "St Yves"

A local Canadian operator from whom Clarke started chartering was Harney Brothers Co Ltd of Rimouski, headed by former stevedore John Harney. Harney began with the coaster *St Yves*, 121 by 29 feet, a converted lightship with a deadweight of 400 tons, built at Toronto in 1903 for service first off Yarmouth, Nova Scotia, at Lurcher Shoal, and later off Halifax at Sambro Shoal.

The *St Yves* was converted into a motor coaster at Lunenburg Foundry
and delivered in September 1957. Clarke employed her in its Montreal-Sept-Iles winter service, where she made the first of half a dozen voyages that winter from Pointe-au-Pic on January 4, 1958, before going onto the Montreal-Sept-Iles route on April 8, as well as making two sailings to Gaspé, two to Goose Bay, two to the Magdalen Islands, two to Baie Comeau and two voyages from Montreal to Port-Cartier at the end of the season.

The 1950s Routine

Throughout the 1950s a basic routine was maintained, with the *North Shore* and *North Coaster* offering North Shore cruises, the *North Gaspé* cruises to the South Shore, and the *North Pioneer* the regular passenger and cargo service to the Lower North Shore. The extent of increase in the company's North Shore services can be gauged from a comment Stanley Clarke made in a speech to the Sept-Iles Chamber of Commerce on April 16, 1958:

> There is no doubt that the service given by the Clarke Steamship Company from Montreal and Quebec to the North Shore is also of prime importance to all your communities. As you will probably recall, this service has grown from two trips a month at the end of the war by each of the *Gaspésia* and *Sable I* to the present operation where Forestville, Baie Comeau and Seven Islands are served by two vessels a week from Montreal and an additional weekly vessel from Quebec.

> While the *North Shore*, *North Gaspé* and *North Pioneer* sailed from Victoria Pier in 1958, the *North Coaster* now left from Pier 34 and the *Gulfport* and *Novaport* from Pier 35. The shed on Pier 35 was even bigger than the one on Pier 34, offering 53,600 square feet of cargo space.

> Before the war, Piers 34 and 35 had been used for ocean vessels while coastal shipping had been accommodated at the various installations around Victoria Pier and Market Basin. But with the boom on the North Shore and increasing purchases within Canada by Newfoundland, coastal cargo flows now far outstripped the relatively minor amount of shed capacity available at Victoria Pier, and ships had to be chartered to supplement the owned fleet. The nature of Clarke's services now was contained in a 1958 publicity piece:

> Since the war, Baie Comeau, Seven Islands, Havre-St-Pierre and other ports have become new hives of industry. They are today gateways to substantial empires in pulp and paper, hydro power, iron ore, titanium, aluminum. Clarke freight ships actively aided this industrial development; they are now once again pioneering northward into Labrador and Ungava ports such as Goose Bay and Fort Chimo.
Clarke freight ships regularly serve all Gulf of St Lawrence ports, Newfoundland, Southern Labrador; and maintain to many of them also an all-winter service from Pointe-au-Pic, near Quebec.

The emphasis on "freight ships" is evident, and within just a few months a winter service would also be offered from Quebec.

Although the North Pioneer was one of these freight ships, she also had berths for 24 passengers. The only company-owned ship that was not included in the "Vagabond Cruises" brochure, it is worth looking at her fares, given in the White Sailing Schedule. By 1958, the all-season first-class return fare between Montreal and Blanc-Sablon was $191, with a one-way fare of $106, while the one-way second-class fare for deck passage was $33.70.

In a sample year, 1957, the Port of Montreal saw 30,783 coastal passengers embark and 28,959 land. Of this, Canada Steamship Lines accounted for the lion's share over a three-month summer season. In a typical season, the Tadoussac and St Lawrence performed about sixty Saguenay sailings and the Richelieu about a dozen cruises, for a total of seventy-two sailings with around 25,000 berths. But as Clarke operated a longer season it still accounted for a reasonable share. Twenty-seven voyages by the North Shore in 1957 provided 2,052 berths, seventeen trips by the North Pioneer another 408 and twenty-two by the North Coaster about 264, while twenty-seven voyages by the North Gaspé provided 1,242 berths and twenty-four by the Gulfport and Novaport another 576. This actually provided a total season capacity of over 4,500 berths from Montreal.

In Newfoundland, meanwhile, Clarke expanded its operations in Corner Brook once more when on April 14, 1958, it acquired Western Terminals Ltd, the former Bowater's subsidiary, while on July 14 of the same year establishing Western Transit Ltd for local cartage. Western Terminals was also the proud owner of an 0-4-0 switching engine, used in the port area. Meanwhile, Clarke Trading's Corner Brook-based Newfoundland operation had switched from feed to building supplies - wallboard, plywood, asphalt shingles, brick, glass, fibreglass insulation and hardboard, among other things.

Beginning in 1958 two ships from the Constantine fleet of Middlesbrough began appearing at Clarke piers, when the Edenwood and Avonwood made twenty-six voyages between them, twenty-two on the Corner Brook run, with other voyages from Sydney to Harbour Grace and Bay Roberts with coal. By now, Clarke was advertising two sailings a week from Montreal to Newfoundland, with a departure every Wednesday to St John's by the Gulfport and Novaport and every Friday to Corner Brook by the Edenwood and Avonwood and Stelp & Leighton's Guernsey. The Edenwood loaded at Atlantic Gypsum for her return voyages to Montreal and the Guernsey loaded for Canada Cement while the Avonwood alternated between the two.
Clarke was also now advertising that its steamship services included "complete insurance coverage; through rates via CPR, CNR & CSL; refrigerated cargo space to St John's and tracing and expediting service."

**Clarke Signs with the United Marine Workers**

While Clarke's new ice-strengthened ship was under construction, its labour situation was settled in a way that would continue to promote good relations, something for which the company was well known. On May 12, 1958, the Canadian Labour Relations Board certified the United Marine Workers' Division of District 50, United Mine Workers of America, as the bargaining agent for unlicensed employees of the Clarke Steamship Co and its affiliates.

This move had started two years earlier as in January 1957, Irving Des Roches, regional director of UMW District 50, and Willie Douville, operating manager for Clarke, had jointly announced that they had negotiated a contract under which District 50 would represent all unlicensed personnel for Clarke and its affiliates.

This had been quite a coup at a time when the Seafarers International Union, headed by the infamous Hal Banks, controlled most Canadian shipping. Banks had been brought to Canada in 1949 to break the Communist-led Canadian Seafarers Union, but had resorted to brute force and violence and would be expelled from the Canadian Labour Congress in 1960.

The choice of Mine Workers to open a marine arm to represent Clarke crews had stemmed from Clarke's role as it served the new Quebec and Labrador mines in the 1950s. As well as Clarke, the Lower St Lawrence Transportation Co, Magdalen Islands Transportation Co, North Coast Steamship Co Ltd, North Pioneer Steamship Co, Gulf Ports Steamship Co, Terra Nova Steamship Co, La Traverse Rivièrè-du-Loup-St-Siméon, La Cie de Navigation Charlevoix-Saguenay and the Inter Island Steamship Co were now all officially included in this agreement.

These same companies had previously had individual agreements with the Canadian Association of Maritime Transport Workers. It would not be just Clarke ships that would be represented by the Mine Workers as the crews of North Shipping & Transportation later sought to be represented by the same local.

While the new agreements were being put into place, Canadian National Steamships had been enduring months of turmoil. Its whole fleet had been idled since July 4, 1957, by a Seafarers International Union strike for a 50 per cent wage increase. The SIU not having budged from this
unreasonable demand, Canadian National announced on November 30, 1957, that it would transfer its ships to Trinidad registry and engage non-SIU union crews. This proved unsuccessful.

Thus, on May 25, 1958, nine days after the new certification was agreed for the Clarke ships, the government announced that Canadian National Steamships was to be closed and its eight remaining ships sold. A strike that the SIU had started eight years after winning representation for Canadian National Steamships crews had finally put the company out of business.

With both the United Marine Workers and its predecessors the Canadian Association of Maritime Transport Workers, Clarke had not only been able to avoid the troubled SIU, but had also had the added bonus that its ships were not affected when Great Lakes and other coastal ships were idled by the not infrequent strikes of the SIU. This arrangement was convenient for management, crew and customer alike. During the many seamen's strikes that disrupted Canadian shipping over the years, Clarke ships were always able to carry on their business as usual.

Canadian oil companies made similar arrangements for their tankers, whose crews were usually represented by internal unions or employee associations. And in 1961, after having experienced major problems, including violence, with the SIU, the Upper Lakes & St Lawrence Transportation Co made a similar arrangement with the Canadian Brotherhood of Railway & Transport Workers, which was soon replaced by the newly-formed Canadian Maritime Union (CMU).

**The Third "North Voyageur"**

Construction was by now almost complete on Clarke's new ice-strengthened coaster at G T Davie. The new vessel, described as the first to be commercially employed all the year round from Quebec, the 895-ton *North Voyageur* (iii) was now being completed to the 1957 design of Milne, Gilmore & German. An April 1958 article in "The Gazette" announced the new "Year Round Freighter to Navigate Gulf Ice":

A new, year-round freighter for use on the Gulf of St Lawrence will go into operation later this year, her owners, Clarke Steamships Ltd, announced last night. The vessel is an 1,100-toner, strengthened for navigation in ice and built to the highest classification for work of this nature.

Workers at the Lauzon, Que, shipyard of George T Davie & Sons Ltd now are nearing completion of the vessel's basic construction. She is to be launched at 5:30 pm May 2, and will spend the next several weeks being fitted.
The ship marks a new trend in Quebec coastal freighting. She is one of only a few vessels ever constructed with the idea in mind of winter navigation along the coasts of the province. Booming expansion of the Lower St Lawrence and Gulf region, however, has resulted in strong demands from industry and municipal authorities for continued service throughout the year...

Clarke Steamships officials have said the new ship will be christened North Voyageur. In so doing, the vessel will perpetuate the later name of a freighter which, as the Gaspesia, pioneered winter navigation for the company between Pointe-au-Pic and the North Shore Gulf area 30 years ago.

Col Stanley Clarke, general manager of the shipping concern, said the North Voyageur is "part of our program of continued improvements in ships and services."

Milne, Gilmore and German of Montreal designed the vessel. She will have a service speed of 11 knots and spacious bunker capacity to enable long voyages without refuelling.

Flying the Canadian flag, the North Voyageur, on entry into service, will provide employment for additional domestic seamen.

A number of special features have been incorporated into the new ship. Her upper deck and hatch covers are reinforced for heavy deck loads, such as construction equipment needed for the development of natural resources on the North Shore.

Her wheelhouse will be aft and outfitted with all modern navigational aids.

North Voyageur will be 182 feet in overall length, have a beam of 36 feet and a depth of 17 feet six inches. Her draft will be 14 feet in the river but [she] is designed to operate on a deeper draft when required. The cubic capacity of the holds is about 50,000 cubic feet.

The first ship to be designed and built to Clarke's order since the North Gaspé was launched from the neighbouring "big Davie" yard twenty years earlier, the North Voyageur had a low length to beam ratio, five to one, and room for 1,330 tons of cargo. Ice-strengthened like the North Gaspé, she had a much larger cargo capacity with the idea in mind of eventually replacing the older ship on the winter run.

A 1,050 horsepower Atlas-Polar diesel engine by Nordqvist & Holm of Trollhättan, Sweden, gave the new North Voyageur a speed of 13½ knots and she was given the white "motorship" hull introduced by the North Gaspé
in 1938, and the now familiar buff funnel with four blue bands. In a complimentary way, "Nautical Magazine" said "Clarke Steamships of Quebec, whose smart coasters have sailed these waters for many years, has now built the North Voyageur for this North Shore winter service."

The actual launch was delayed slightly and took place on May 12, with the Quebec "Chronicle-Telegraph" carrying the story the next day under the heading "North Voyageur Launching Marks New Shipbuilding Era":

Launching of the North Voyageur at the George T Davie & Sons shipyard, Lauzon, yesterday may mark the beginning of a new trend in coastal vessel construction in this part of the country.

Coasters are now desired to be a combination of freight carriers and midget icebreakers. Reinforced bows, enabling even ships of the small coaster type to navigate in ice with reasonable safety, are becoming a standard part of new hulls, following the example of the plucky little D’Vora, which navigated from Quebec to North Shore ports throughout the past winter.

Built of all-welded steel for the Clarke Steamships Ltd, the North Voyageur was christened by Mrs Stanley D Clarke, wife of the general manager of the company...

Addressing some 200 guests that gathered at the traditional reception after the launching, Stanley D Clarke said the North Voyageur will be in operation from Quebec later this summer and will operate the year round. He said the company’s policy would be to add more ships of the same class to the service within a short time.

Clarke pointed out the new ship would be fitted with the most up to date equipment an navigation aids. One departure from previous practices is the centering of the controls for all ship’s machinery at the bridge, where they may be operated by the captain.

The North Voyageur is equipped with especially strong upper deck and hatch covers for the transportation of heavy machinery and construction equipment. The 1,100 ton ship is equipped with a refrigeration chamber for the storage of perishable goods and also a heated hold forward for the protection of cargoes susceptible to frost.

Planned two years ago, the ship marks the opening of a new era in Canadian shipping, the building of ships to carry on year-round commercial service between Quebec and downriver ports, said Mr Clarke.

Designed to operate with a smaller crew and to be competitive with small goélettes, the North Voyageur had modern slewing winches, single-pull
steel hatch covers capable of supporting heavy deck loads, under-deck space designed with no pillars and clear open holds for palletized cargo. Her reefer space totalled almost 2,500 cubic feet in number one 'tweendeck, of which half was cooled and half was frozen, while her two 4½ ton booms could be combined to lift up to 7½ tons. Forward and aft of her hatches, her derricks were supported by bipod masts, an arrangement that had been tried in the Mont-St-Martin the year before. With a crew of fourteen and room for only eight passengers, four in berths, the North Voyageur was not advertised to the public, although she did carry a few passengers from time to time.

The new ship entered service between Montreal and Sept-Iles on July 4, 1958, and completed fifteen summer voyages and one winter voyage in her first season. As well as the new North Voyageur, the North Shore, North Coaster and North Pioneer and the chartered Mont-St-Martin, Orléans and Fort Lévis, plus the ice-strengthened Guard Mavoline, were working for Clarke that summer.

After the North Voyageur joined the fleet, Clarke moved the Orléans, the last of the wooden-hulled coasters in regular service, to the Montreal - Havre-St-Pierre route. There, she completed three seasons between 1958 and 1960 before moving on to a a more varied career. She would last another two decades before finally being broken up as Le Libertaire in 1981, and would be succeeded in the Clarke fleet by another Coulombe ship.

One interesting cargo the Orléans loaded from time to time was paper rolls from the Bathurst Power & Paper Co Ltd, later Consolidated-Bathurst, from Bathurst, New Brunswick, to Baie Comeau. She loaded three such cargoes in 1958 and four more in each of 1959 and 1960.

**Agence Maritime Inc**

While Clarke had been busy preparing for the launch of its new North Voyageur, other influences were coming to bear. A notice appeared in the Baie Comeau newspaper "L'Aquilon" on April 16, 1958, under the heading "A New Shipping Service": -

With the aim of better serving its numerous clients on the St Lawrence North Shore, which it has been serving for twelve years now, Agence Maritime Inc has advised us that it will considerably improve its coastal freight service this year, particularly in our region at Baie Comeau and Sept-Iles...

Agence Maritime Inc will this year offer a regular weekly service from Montreal and Quebec to Baie Comeau and Sept-Iles. This new scheduled service will be provided by two ships assigned exclusively to Baie Comeau and Sept-Iles, which will be augmented during the navigation season by other ships according to shipping demand.
Thus the population of Baie Comeau and Sept-Iles can count on at least two weekly departures from Montreal and Quebec and more if required. As the two ships will be dedicated to these two ports they will also be able to carry return cargoes.

In addition to this weekly service, Agence Maritime Inc informs us that it will make available cargo sheds at Baie Comeau and Sept-Iles in order to allow clients to come and pick up goods at their convenience. These two sheds will be equipped with modern cargo handling equipment, namely lift trucks and loading trays, which will allow, without extra charge, prompt loading and unloading of vessels...

Finally, Agence Maritime Inc announces that it will maintain permanent offices and agencies at Baie Comeau and Sept-Iles so that it can offer clients constant contact with its offices in Montreal and Quebec...

Founded twelve years ago with exclusively Quebec capital, Agence Maritime Inc has developed hand in hand with our province.

Agence Maritime (also known as Maritime Agency Inc in English) was the second new North Shore competitor to come onto the scene, after the Federal Intercoastal Line in 1957. Formed by Quebec businessman Léopold Langlois in 1946, it had been incorporated in 1950. Langlois, the son of a mariner, was an Admiralty lawyer and member of parliament for Gaspé North in the House of Commons. His company had begun as a receiving and handling agent for shipowners operating general cargo services between Montreal and Quebec and Lower St Lawrence ports but had slowly opened up a service of its own. Now it would compete directly with Clarke by concentrating on its two largest North Shore receiving ports.

Agence Maritime's first ship, the wooden goélette *Chibougamau*, had been renamed *Fort Ramsay* for the run to Gaspé. Its next acquisition, in 1960, would be a 319-ton steel coaster, the *Fort Prêvel*, a vessel that had started life as a trawler in 1917. But the company also chartered ships, mostly goélettes, as required, engaging between ten and twenty-five such vessels in a season, many for single voyages.

**Chartered Quebec & Ontario Canallers**

Although the Quebec & Ontario Transportation Co and the Lower St Lawrence Transportation Co had some common share ownership through the Chicago Tribune, Clarke only occasionally chartered ships from Quebec & Ontario. In 1958, however, it chartered three of their motor canallers, the *Franquelin* and her 2,300-ton fleetmates *Col Robert R McCormick* and *Joseph Medill Patterson*, for several voyages to Forestville.
Between April and November, the *Franquelin* performed six Clarke voyages, the *McCormick* four and the *Patterson* three, for a total of thirteen loads of project cargo from Montreal for Hydro Québec.

After each ship completed unloading at Forestville, it was redelivered to Quebec & Ontario for its usual return trip with North Shore pulpwood for Thorold or newsprint from Baie Comeau to the Great Lakes. But this turned out to be the only time this arrangement was used.

**Cruise Competition From Quebec**

In 1958, the Anticosti Shipping Co no longer featured on the cruising scene and a Greek-owned company, the Sun Line, decided to offer a series of Gulf of St Lawrence cruises from Quebec using the 148-passenger 1,924-ton cruise ship *Stella Maris*. This ship was the former *Chilcotin*, a converted "Castle" class corvette that had been engaged in the Union Steamship Co's coastal cruise trade from Vancouver. The cruises were handled by Home Lines Agencies, in the Phillips Square Building in Montreal, right across the street from Clarke's own offices in the Canada Cement Building.

During her first season, beginning in June, the *Stella Maris* was based at Quebec, offering a series of 7-night summer cruises to Murray Bay, Gaspé, Amherst (Havre-Aubert) in the Magdalen Islands and St Pierre and Miquelon. While the Clarke ships all called at Shed 19 in Quebec during the week, the *Stella Maris* sailed from Shed 21 on Saturday at midnight, through to September 27. On Saturdays, the *North Shore* was usually in Havre-St-Pierre or Natashquan and the *North Gaspé* in Gaspé or Mont-Ste-Anne, both inward bound. In the summer of 1958, Gaspé was a popular stop for cruise ships, with both the *North Gaspé* and the *Stella Maris* calling every week.

Weekly cruise fares on the *Stella Maris* began at $175 for the summer, while Clarke's 7-day fares were $140 on the *North Shore* and $150 on the *North Gaspé*. The autumn minimum was $155 compared to $105 on the *North Shore* and $112 on the *North Gaspé*. The difference was that the Clarke ships were working passenger and cargo vessels making multiple port calls while the *Stella Maris* offered a more extended stay at fewer ports of call. And of course the *Stella Maris* carried no cargo at all, a small swimming pool having been installed in the forward hatchway.

**The "Tadoussac" Sails to Sept-Iles**

Canada Steamship Lines made another rare summer incursion into Clarke territory in 1958 when the *Tadoussac* ran a special cruise from Montreal to Sept-Iles and Anticosti for the Detroit Chamber of Commerce, bringing 400 visitors with her.
Having visited Gaspé in 1934 and now Sept-Iles and Anticosti, the Tadoussac would complete her collection of long-distance destinations the following spring by sailing the St Lawrence Seaway June 12-14, 1959, with the Annual Spring Meeting of the Society of Naval Architects and Marine Engineers, to inspect the new system. Later, she would sail into the Great Lakes as far as Toronto and Detroit. Such cruises were always special charters however and CSL's passenger ships otherwise stuck to their Saguenay sailings.

There were no longer cruises in bigger Clarke ships, as there had been before the war. The weekly sailings of the North Shore and North Gaspé offered short durations in smaller ships, and the longer voyages were now freighter cruises to Newfoundland or the Lower North Shore. But at least one could still cruise the Gulf of St Lawrence.

**Longshoremen's Negotiations in St John's**

For a time in the late summer of 1958, Clarke continued to advertise its regular sailings to Corner Brook, but its St John's listings contained a notice that "regular Wednesday sailings to St John's, Newfoundland, have been temporarily suspended awaiting settlement in St John's of contract negotiations between employers and longshoremen."

While the Corner Brook service carried on as usual with two ships, the Avonwood was advertised for a special sailing to Bay Roberts on September 16, which also loaded for Goose Bay. In the end, however, as the Gulfport was able to load for Bay Roberts and St John's, the Avonwood loaded for Humbermouth and Goose Bay instead. The Novaport then followed to St John's on September 24.

**Stanley Clarke Speaks at Quebec**

In a speech given to the Quebec Chamber of Commerce and the Industrial & Trade Bureau of Greater Quebec at the Château Frontenac on November 12, 1958, Stanley Clarke outlined the development of the Clarke North Shore services from that port. It was now twenty years since the company had moved its executive offices to Montreal:

It is always a pleasure to return to Quebec as I was born here, our company was formed here and in fact still maintains its head office at the same address as it used in 1921...

From a modest beginning which was developed to one ship a week just before the war, we now have a weekly sailing by the express ship North Shore, two freight sailings a week provided by three ships, the North Pioneer sailing fortnightly for the Lower Coast and the Orléans...
sailing fortnightly for Havre-St-Pierre and Natashquan. These sailings serve Quebec, but in addition Quebec has a weekly service to the North Shore as far as Sept-Iles by the Fort Lévis and a weekly service to Ragueneau and other North Shore ports by L’Emerillon. This service was therefore increased from about 40 sailings in 1938 to 123 sailings last year.

The Fort Lévis and L’Emerillon, like the Orléans already mentioned, were chartered vessels. Stanley went on to mention the economic benefits of that the Clarke Steamship Co brought to Quebec:

You are all aware that in addition to a terminal port, we use Quebec as our main overhaul port, but I wonder how many of you know just how much the Quebec area benefits from this. In round figures, annual overhaul expenditures in the Quebec area amount to about $350,000 and provision purchases to $250,000.

In addition, about $1 million in wages is paid to ships' personnel the majority of whose families live in the Quebec area. Here I should say that from the very beginning it has been the policy of this company to recruit the great majority of its men from the district of Quebec, to train them and develop them into a French-Canadian merchant marine of competent officers and men. We are proud of these men and I am sure you are too.

This year, in addition to the annual expenditure, two ships were built in the Quebec area and a modification was made to one of our ferries, all of which amounted to just under $2 million. However, I do not consider this capital expenditure is as important to your area as our annual outlay for operating expenses.

The two newbuildings were the North Voyageur and the 429-ton ferry Saguenay, built by Davie for La Compagnie de Navigation Charlevoix-Saguenay, while the ferry Rivière-du-Loup (ii) had been converted from steam to diesel. Two days after Stanley's speech at Quebec, the "Chicago Tribune" carried more news on winter service for the 1958-59 season:

Three steamship lines have announced they will operate ships on schedule through this winter between Quebec City and the north shore ports - Clarke Steamship Company, Federal Intercoastal Line, and Agence Maritime Inc. Last year one company operated through the ice."

Meanwhile, in the month before his speech, the North Gaspé had missed two sailings to the Gaspé and Magdalens and three cargo ships had stood in for her. The Orléans left Montreal for Gaspé on the 16th and two ships left together on the 21st, L’Emerillon for Gaspé and the St Yves for the
Magdalens. This filled a gap of three weeks between the North Gaspé’s October 6 and 28 sailings, although passengers had to use rail and road alternatives. It was rare, however, for the North Gaspé to miss a single voyage, let alone two.

**Stanley Clarke Becomes President**

In December 1958, at the age of 66, Desmond Clarke decided to step down as president of the Clarke Steamship Co, and his eldest son Stanley, general manager throughout the 1950s and now 41, was appointed president. Desmond became chairman. This transition had actually started a little earlier as before he became president of the Clarke Steamship Co, Stanley had already become president of the Gulf Ports Steamship Co, North Coast Steamship Co, North Shore Construction Co and Quebec Newfoundland Equipment, as well as a director of several other Clarke companies.

Changes were occurring to the fleet around this time, many of them brought about by Stanley. The ice-strengthened North Voyageur had been built for the North Shore. Passenger services were slowly winding down and new ferries built as highway development and airline services made their incursions into Clarke’s regular coastal business. Eventually there would also be a need to modernize the Newfoundland service.

Assisting Stanley during these years was Jim Hutcheson, now as general manager. Since the last Florida sailings by the North Shore before 1950, Jim had been working on developing the cargo services to Newfoundland, bulk cargo shipments in the Gulf of St Lawrence and expansion to Goose Bay and other northern ports.

**Winter Service from Quebec**

As the North Voyageur finally entered the winter service for which she had been designed, with the North Gaspé, now starting her twelfth winter season, and the chartered D’Vora, which had proven herself the year before, the company was well equipped to offer the winter of 1958-59. Stanley Clarke had outlined the company’s stance in his speech there on November 12:

The time has now come to commence regular sailings from Quebec and this we intend to do this winter. We will naturally operate all our North Shore ships till late December and maintain all winter a regular schedule of sailings about every ten days with a specifically allocated vessel. Should cargo volume be satisfactory, this can and will naturally be augmented with increased sailings.

You may ask why we did not commence such a service from Quebec
when the service was started in 1928 or even in 1950 or in any case before this year. First, we are required to provide a regular service to the North Shore and with only one ship really suitable for winter navigation on the run, we could not take the risk of completely severing this important communication by damage to the vessel or being retarded in a voyage to Quebec...

Sufficient icebreakers were not available, as all icebreakers were required to aid the Lévis Ferries and open the channel to Montreal. It was only at the last moment last year that one was available for use below Quebec. Previously we had been able to get icebreaker assistance only occasionally and after long delay. Since the war, we have used an icebreaker on only two occasions; in 1946 to assist the old Gaspesia and in 1950 to bring the North Gaspé to Quebec for repairs.

The situation has now changed. In addition to the North Gaspé, we have the North Voyageur completed in June this year at Lauzon and a third chartered vessel, which has already proved her ability to navigate in ice. I might also mention that all three of these vessels in addition to being suitable for navigation in ice, are fitted with chambers for refrigerated and heated storage for carriage of perishables.

In addition, as a result of the excellent work of your Industrial & Trade Bureau of Greater Quebec, originally under Mr Tassé and now Mr Armand Viau, additional icebreakers will be made available by the Department of Transport to aid ships below Quebec.

Clarke would operate a total of thirty winter voyages to the North Shore that season, for the first time from both Quebec and Pointe-au-Pic. Eleven of these voyages would also call at Rimouski en route to the North Shore.

After having operated for the Federal Intercoastal Line in 1958, the D’Vora came over to Clarke, and joined its winter service to the North Shore. On January 1, 1959, she sailed from Quebec to Sept-Iles as the third ship in a winter fleet that also included the North Gaspé and the North Voyageur.

In April 1959, Clarke placed the D’Vora on the Montreal-Sept-Iles service with the North Coaster, North Voyageur and Mont-St-Martin. Like the Fort Lévis out of Quebec, the D’Vora had a sufficient turn of speed that she could maintain a weekly schedule from Montreal, with a departure every Friday. She would carry on in these services all the year round until April 1961, when she left the Clarke fleet for a year, presumably to work once more for the Federal Intercoastal Line.

Meanwhile, competition continued, with Federal Intercoastal chartering the older but much larger Ahern Trader, with a cubic capacity of 56,000
square feet compared to D’Vora’s 28,600, for the winter of 1958-59. The Ahern Trader’s end would come a year later, however, while working on charter to Canadian National out of North Sydney, when she was wrecked near Carmanville, Newfoundland, on January 9, 1960, after delivering cargo to coastal ports.

The North Voyageur started her first winter season sailing from Montreal on December 8, while the North Gaspé, having completed her Gaspé season in late November, took her first winter departure from Pointe-au-Pic on Christmas Eve. From Quebec, the chartered Guard Mavoline made a sailing on December 11, but the official Quebec winter service really got under way on New Year’s Day 1959, with the North Voyageur and D’Vora leaving Quebec together for the North Shore.

Clarke also began to advertise its winter services to both Newfoundland and the North Shore, with a typical sailing list appearing in "The Gazette" on January 6, 1959:

Winter Services

To Newfoundland, Steamer Novaport
From Saint John NB January 6, January 20, February 3
From Halifax NS January 9, January 23, February 6

To North Shore Ports, During December, January, February, March
From Quebec Every Ten Days by m.v. D’Vora
From Pointe-au-Pic Weekly by m.v. North Gaspé, m.v. North Voyageur
To Forestville, Baie Comeau, Seven Islands and Intermediate ports

Clarke Steamship Co Ltd, Canada Cement Building, Montreal

In addition to Pointe-au-Pic, that winter four ships performed a total of fifteen voyages from Quebec, half a dozen more than the year before when the D’Vora had worked alone, and what would turn out to be half the North Shore winter service total. The North Gaspé performed seven voyages from Pointe-au-Pic and four from Quebec, and the North Voyageur, with her greater cargo capacity, seven from Pointe-au-Pic and two from Quebec. The chartered D’Vora, meanwhile, remained the prime Quebec ship, with eight Quebec sailings plus two more from Pointe-au-Pic.

While the Novaport completed her 1959 winter schedule, the Edenwood, now operating on charter from Constantines, got off to an early start and was reported being escorted into Port aux Basques by the icebreaker CGS Labrador on April 11. She had in fact been taken on hire by Clarke in Glasgow, leaving there on March 18 with a project cargo of machinery for Corner Brook. Intended for the 1959 Corner Brook service, the Edenwood would make fifteen voyages and in addition to the usual gypsum cargoes would load three return cargoes of cement and one of fluorspar from
St Lawrence to Port Alfred. She was supported on the Corner Brook run by the 1,076-ton coaster *Melrose*, which Clarke chartered from Geo Gibson & Co Ltd of Leith, Scotland, to replace Stelp & Leighton's *Guernsey*, which had gone to work in the Furness Red Cross Line service between New York, Saint John, Halifax and St John's.

The *Melrose*, a motor coaster of dimensions 261 feet overall by 38 feet, worked only the 1959 season for Clarke, however, making a dozen voyages to Corner Brook and returning to Montreal with gypsum. In 1960, Clarke chartered another Gibson ship, the 1,864-ton *Abbotsford*, for three bulk voyages, from Sydney to Baie Comeau with pitch, and to Newfoundland ports with coal.

While Clarke did not use any Paterson canallers to Newfoundland in 1958, in 1959 it took the *Hamildoc* to open the Corner Brook season on April 21 from Montreal, and also took the *Wellandoc* for a May 27 voyage to St John's, after which she loaded fluor spar from St Lawrence for Port Alfred. By then the *Gulfport* and *Novaport* had loaded two cargoes each and the *Highliner* one for St John's.

Clarke also time chartered Paterson's 2,193-ton *Lachinedoc* (ii), a new diesel canaller, for six voyages in 1959, five of which were for cement from Montreal to Halifax and gypsum back, between August and October. This was one of the very few times that Clarke operated a series of sailings to the Maritimes since the *Island Connector* was sold in 1950. The sixth voyage left Montreal on November 12 with cement for Sept-Iles. The *Lachinedoc* had two Coles deck cranes and was one of the few canallers to have been towed across the Atlantic, having been delivered to Halifax by a Dutch tug in 1956. She came from the same Welsh shipyard as Anticosti Shipping's *Anticosti*, which was also equipped with another Coles deck crane. But because most of the older canallers would be sold off after the opening of the Seaway, she would be the last Paterson ship that Clarke would charter until 1965.

**Saguenay Terminals to Newfoundland**

On the Newfoundland trade meanwhile, four more rather short-lived attempts at competition with Clarke must yet be dealt with. The first of these was by Saguenay Terminals, Alcan's shipping arm, which opened a Montreal-St John's service in 1958 using the *Sundial* and the 2,895-ton *Sunprince*, two Canadian-built "Gray" Type wartime standard "Park" ships that the *Gulfport* and *Novaport* had once worked with in winter service to the Caribbean in 1950-51.

This service replaced that of Constantine Canadian Services, which Saguenay had represented as agents until Constantine abandoned the trade. Saguenay retained the same St John's agent, Murray Agencies & Transport Ltd, but it sold the ships after only a few voyages and closed the service. The
Constantine link continued, however, as Joseph Constantine & Sons (London) Ltd continued to be Saguenay Terminals' UK general agent.

Saguenay's main reason for getting involved in this trade had been to protect its parent company's fluorspar shipments from Newfoundland Fluorspar Ltd, the Alcan-owned mine at St Lawrence to Port Alfred. This concern was resolved however when Clarke again agreed to carry these cargoes.

Changes to Newfoundland Schedules

In 1959, the Gulfport and Novaport were allocated to call at St Lawrence, Newfoundland, to pick up these cargoes, to be delivered to Port Alfred for the account of Saguenay Terminals. This was the same cargo that had been carried by the Island Connector on her return voyages from Newfoundland until 1950 and then by the Novaport until 1954.

This new cargo pattern caused the Gulfport and Novaport's "Vagabond Cruises" to St John's to be extended from 12 days to 16, with fares increased accordingly, from $225 to $290 in peak season, and $170 to $218 in the off-season. In the same year, the North Shore's departure pier was changed once more when she joined the Newfoundland ships at Pier 35.

Halifax was also added as a regular summer port along with St John's. This practice continued in 1960 but in 1961 the summer call at Halifax was dropped and the voyages of Gulfport and Novaport were shortened to 14 or 15 days, with fares reduced to $275 and $210 off-season.

Another Royal Commission

In the autumn of 1959, Clarke made another submission to a Royal Commission, this time on the subject of Transportation. "The Gazette" carried the story on October 24, under the headline "Subsidy Asked For Water Carriers, Too": -

A Canadian shipping firm yesterday urged that "any new subsidies" granted to the railways for Newfoundland be extended to regular shipping services operating between the Canadian mainland and the island province.

The proposal was made by the Clarke Steamship Company to the Royal Commission on Transportation at its second hearing of a cross-Canada study of transport problems.

The seven-man board, headed by Toronto lawyer Charles P McTeague, launched its investigations in Quebec City Thursday and moved here
yesterday. The Montreal hearing lasted less than two hours.

Clarke Steamships operates weekly service from Montreal to several Newfoundland ports including St John's and Corner Brook during the summer navigation season.

It contended the publicly-owned Canadian National Railways got special subsidies - $6,000,000 in 1958 - on a ship service between Sydney NS and Port aux Basques, Nfld, plus other help under the Maritimes Freight Rate Act and from the Federal Government's $20,000,000 subsidy to ease the burden of a 17-per-cent freight rate increase this year.

"We submit that assistance should not be given to the railways by subsidy or otherwise, to the exclusion of water carriers, to such an extent that the water carriers are unable to compete and are driven out of business," said Stanley Clarke, president of the shipping line.

He also urged that public funds should not be spent to expand present maritime facilities "when the requirements could be handled by using existing facilities and services."

His contention was that freight from points west of Montreal should go by rail to Montreal and by ship to Newfoundland, rather than an all-rail route to the Maritimes.

Indeed, Canadian National had introduced such a large new ferry, the 8,273-ton William Carson, in 1955 that she could not get into the harbour at Port aux Basques. For her first three years of service therefore the $11 million ferry had to operate to Argentia, while Port aux Basques was enlarged at great expense to accept her. Four times the size of the vessels she replaced, she did not enter the service for which she was intended until October 5, 1958.

The concentration of the Royal Commission on Coasting Trade had been on flags of registry, and long before that Clarke had worked with both Canadian National and Canadian Pacific to negotiate equitable post-war rail/water agreements. It was noteworthy, however, that Clarke was now taking a second look in particular at the power of Canadian National, now that it had taken over the Newfoundland Railway, and found fit to make warning. In the first three years after Canadian National entered Newfoundland, it had spent $33 million there and passenger, express, freight and mail traffic had more than trebled as Newfoundland became more wedded to the Canadian economy.

It had now been ten years since Newfoundland had joined Confederation, and this theme would recur several times over the decades to come.
Canadian British Aluminum Co Ltd at Baie Comeau

Although there was a highway to Baie Comeau, Clarke and other ship operators had also been delivering supplies for the development of a new aluminum smelter at Baie Comeau since work had started in 1956. Canadian British Aluminum, which produced its first ingots on December 23, 1957, was an association between the British Aluminum Company Ltd. and the local Quebec North Shore Paper Co, although it was soon bought by the Reynolds Metals Company and many years later by Alcoa.

In addition to supplies delivered by its own vessels and those of the Lower St Lawrence Transportation Co, Clarke chartered goélettes for dedicated voyages to Baie Comeau to deliver some cargoes. And in April 1958, the Guard Mavoline carried two cargoes of ingots from Baie Comeau to Montreal and made a single voyage from Montreal to Baie Comeau in November.

Later that same year, Clarke chartered a modern high capacity diesel canaller, the 2,334-ton Westcliffe Hall, from Hall Corporation to load a cargo of sheet pilings at the Algoma Steel Corporation dock at Sault Ste Marie, Ontario, for carriage to Baie Comeau. Departing on November 28, 1958, this cargo was intended for the new aluminum shipping and receiving docks that were being completed at Baie Comeau a mile north of the existing Government Wharf. Between August and December 1959, nine Baie Comeau calls were made by a number of the Newfoundland ships, which dropped off cargo in the course of their usual voyages from Montreal to Corner Brook.

Also in 1959, the aluminum smelter began to generate an interesting backhaul business for Clarke, including a dozen cargoes of aluminum ingots from Baie Comeau to Trois-Rivières. The North Voyageur lifted four of these, the North Coaster and D’Vora two each and individual cargoes were loaded by the Novaport, Orléans, Mont-St-Martin and Maridan C, the latter being DP&L’s former Lunan that had just joined the Orléans under the ownership of the Coulombes.

The Gulfport also loaded a new cargo when on May 25, 1959, she left Port Alfred loaded with aluminum fluoride for Baie Comeau, followed by a second such cargo carried by the Novaport on August 29. As these two ships were also now involved in delivering Newfoundland fluorspar to Port Alfred, this was a very convenient cargo to load. Clarke ships continued to load both ingots and the fluoride cargoes for the next several years, with the ingots beginning to flow to Quebec and Montreal as well as Trois-Rivières.

Meanwhile, over on the South Shore in 1959, the North Gaspé loaded two cargoes of copper at Mont-Louis for Montreal on her way back from Gaspé, while the North Coaster, North Voyageur and Mont-St-Martin from the
North Shore service each took one cargo. These metals cargoes provided welcome new backhaul revenues.

Clarke and Constantines

While Clarke had chartered Constantine's war-built motorship *Edenwood* for two full seasons to Corner Brook in 1958 and 1959, and occasionally used the *Avonwood*, the connection between Constantine and the St Lawrence trades did not end when they were sold in 1960. In fact, it became closer as they ended up forming two new joint companies.

The first, the Teesdale Steamship Co Ltd, was wholly owned by Clarke, and managed by Constantine, while the second, the Tynedale Shipping Co Ltd, was initially owned jointly. They were both British companies based in Middlesbrough. Although Clarke would later buy both companies outright, they were formed to own ships that could trade in both partners' seasonal short-sea trades. Teesdale's ship was to be the 3,349-ton *Highliner*, which entered service in 1959, and Tynedale's the *Yorkwood* (ii), acquired the following year.

The "Highliner"

The *Highliner* joined the fleet as a Clarke-owned but British-crewed ship, and had dimensions of 326 feet overall by 47 feet and a deadweight capacity of 3,545 tons. Acquired by Teesdale from A/S Mabella of Drammen (Karl Bruusgaard, manager), she had been built in 1948 by Smith's Dock Co Ltd at South Bank, Middlesbrough, as *Mabella*. A 2,000 horsepower reciprocating machinery completed by her builders gave her a speed of 11½ knots.

The *Mabella*, like her sister ship *Avenir*, had worked for the United Fruit Co and even as the *Highliner* would continue to do so in the winter time. Meanwhile, her replacement in the Bruusgaard fleet, a 3,889-ton cargo liner, named *Mabella* on delivery in 1960, would also develop a Canadian connection of her own when was chartered by Saguenay Shipping between 1964 and 1969 to operate as their *Sundove*.

The *Highliner*, a name chosen to honour Newfoundland, was the term used to indicate the first ship to return to St John's with a full cargo of pelts in the sealing season each March, and dated back to at least 1832. High Liner, as two words, was also a famous brand of seafood products such as fish sticks, fish and chips and haddock in batter that was advertised on television.

Similar in general appearance and capabilities to the "Hansa" class twins, the *Highliner* had two holds forward and one aft, but was of a slightly
more modern British-built design. All three had with six 5-ton derricks forward, four between hatches one and two and two aft of hatch two. And each had four 5-ton derricks aft, in the case of the Highliner on a single mast between hatches three and four, and in the Gulfport and Novaport, two each either side of their single hatch three. The main difference was that the Highliner was not equipped for heavy lifts, but the "Hansa" twins had two booms, one forward able to lift 30 tons and another aft capable of 70 tons.

Now Clarke's largest ship, the Highliner joined the Gulfport and Novaport in June 1959 on the Montreal to St John's route, returning via St Lawrence with fluorspar for Port Alfred. Unlike the Gulfport and Novaport, however, whose deck crew were accommodated in the foc's'le, the Highliner carried her crew amidships or aft and as there was no extra space for passengers she did not offer "Vagabond Cruises."

The Highliner first appeared in Constantine colours and was registered in Middlesbrough. Clarke's new agreement with Constantines not only turned a competitor into a business partner, but gave the company a means of competing against low-cost British coasters. Such ships would continue to trade to Newfoundland each summer, especially after the Royal Commission on Coasting Trade confirmed the validity of the Commonwealth Shipping Agreement allowing British ships to make coastal voyages. Indeed, some even did so to the North Shore, where the voyage was made entirely within Quebec, although permits were required here from the Quebec Government.

The Newfoundland winter service continued as before. In 1959-60, for example, the Highliner and Novaport operated a weekly service from Saint John and Halifax, and were joined by the Gulfport in March, when she returned from the south. A typical November 1959 advertisement for this service ran as follows:

> When a service maintains a leading position in its field for 38 years it must have real value. As further evidence of this leadership, Clarke will operate this winter with a greatly increased frequency of sailings from Halifax and Saint John NB to St John's, Newfoundland, with two large steamers: Highliner and Novaport.

While this new weekly service offered scheduled departures from Saint John every Tuesday and from Halifax every Friday, for Monday arrival at St John's, it meant that each ship was only turning around fortnightly on a relatively short voyage.

In 1960, the Highliner joined the Gulfport and Novaport in making calls on the North Shore, with the Highliner and Gulfport each making eight calls at Baie Comeau and the Novaport three, for a total of nineteen calls by Newfoundland ships. One of the advantages of stopping a Newfoundland-bound ship on the North Shore was that it worked particularly well for deck cargoes. Deck cargo loaded at Montreal could be removed
before the ship needed to open her hatches in Newfoundland.

On December 14, 1960, the *Novaport* arrived at Halifax to operate the Newfoundland winter service alone, with a speeded turnaround of every eight days. And so it went, with the number of ships used on the winter service depending on cargo demand and the availability of remunerative southern charters for Clarke ships.

**Newfoundland Canada to Goose Bay**

Canadian National had a look at acquiring Newfoundland Canada Steamships in the mid 1950s, but the General Steam Navigation Co of London ultimately became its owners in August 1958. Thereafter, changes began to occur. In the spring of 1959, for instance, in addition to the regular St John's sailings by the *Bedford II* and *Belle Isle II*, Newfoundland Canada opened a Halifax-Charlottetown-Goose Bay service. For this, it chartered the 592-ton coaster *Fauvette* from its new parent to deliver building supplies, foodstuffs and produce to the base there.

On June 11, while on her first trip back from Goose Bay, the *Fauvette* rescued eight men from Verreault Navigation's 400-ton coaster *Claudette V*, Capt Fernand Hovington, in the Cabot Strait. The *Claudette V* had left Sorel on June 5 with a cargo of creosoted lumber for St Bride, Newfoundland, and had run into trouble in stormy seas. Her charterer, Goodfellow Lumber of Montreal, was a major supplier to Newfoundland and also an important customer of Clarke's over the years. Clarke had used this vessel once itself, under her previous name of *Lady Cecil*, for a voyage from Montreal to Argentia in September 1956. Her troubles seem to have started the next month, as on October 10, 1956, while en route to Fort Chimo with a cargo of aviation fuel, she had lost her propeller off Point Amour in the Strait of Belle Isle, and ended up being towed to Corner Brook by the USS *Mandan*.

In 1959, in order to compete with Newfoundland Canada's service from Halifax and Charlottetown, Clarke decided to dedicate the 1,088-ton *Rexton Kent* to its own Montreal-Goose Bay service, where in 1958 it had used five different ships, mostly smaller. A "Flower" class conversion and identical sister to Newfoundland Canada's *Bedford II*, the *Rexton Kent* was chartered from the Kent Line of Saint John, New Brunswick, and made half a dozen voyages between July and October. The *Rexton Kent* was an interesting little ship, as the Alcoa Line had used her in 1956 to open a fortnightly Bermuda cargo service from New York, Baltimore and Norfolk. She must have been a bit of a let-down however from the Eastern Steamship coastal liners that Alcoa had operated to Bermuda during and immediately after the war.

With two extra Goose Bay sailings by other ships, Clarke was able to offer monthly departures from June through September, with an extra July
sailing and two additional ships in October at season's end. The two bases at Goose Bay now supported a population of about 19,000.

**Shaw's Mayhaven Shipping Ltd**

While Quebec Steamship Lines had tried to enter the Montreal-Maritimes trade in 1957, it had soon been put out of business by the railways. Nevertheless, Mayhaven Shipping Ltd, a subsidiary of the Shaw Steamship Co, decided to enter the trade in 1959, announcing a new service between Montreal, Sydney and Halifax, with possible calls at Sept-Iles. Its ships loaded at the foot of Guy Street in Montreal, in the old Lachine Canal, a little upstream from where the Anticosti Shipping Co's *Fleurus* had loaded pre-war.

Details of this operation were contained in the Canadian Pacific Railway circular of June 20, 1959:

On May 4, 1959, Mayhaven Shipping Ltd, headed by Mr W A Shaw, formerly of Shaw Steamship Co, announced that they were inaugurating a steamship service between Montreal and Sydney-Halifax with two ships called the s.s. *Mayfall* and *Maymere* with capacity of 600 tons of cargo. This is intended to be a weekly service with departures from Montreal and Halifax each Friday.

It appears that Mayhaven Shipping Ltd have offered to carry import traffic from Halifax at rates 25% less than those published by the railways. The railways are presently studying this competition and will decide within a few days how they will meet it.

The service was inaugurated in late May when Shaw's *Mayfall* left Montreal for Halifax and the *Maymere* left Halifax for Montreal. Both were "C" Type coasters, small ships compared to any that Clarke or Inter-Provincial had used pre-war. And rather than steamships, as the circular said, the *Maymere* was a motorship and the *Mayfall* was converted to diesel that spring. There appear to have been some problems with the *Mayfall*, however, as when Clarke inspected her at Montreal Dry Docks on June 10, they concluded that work then being done would not be completed for two months.

Although statements had been made that ships would be equipped to carry cars in their 'tweendecks from Ontario ports the next year, for perhaps obvious reasons, these vessels were soon back trading from Nova Scotia waters to more traditional destinations in the Maritime Provinces, Newfoundland, the US East Coast and the Caribbean where there were no rails.

But Shaw was not overly concerned, as he was active in other
markets. That same year, he bought the former Newfoundland Railway steamer *Kyle*, renaming her *Arctic Eagle* for the sealing trade, in which he operated her for a couple of years before replacing her with a newer ship. Shaw now also had a business chartering ships to the Canadian and US Governments for hydrographic work in Arctic waters in connection with new early warning radar installations. The *Kyle*, under her old name, still survives today as a grounded hulk at Harbour Grace.

Shaw's West Indies operation, later known as the Halcaribe Line, also carried on, later acquiring two motorships, the 836-ton *Koralle*, from Sweden in 1967, and 1,152-ton *The Lady Scotia*, from the UK in 1974.

In the end, it was little wonder that shipping operations between Montreal and the Maritimes could not succeed when the railways cut them off at every pass by reducing rates whenever competition presented. Many years later, this kind of behaviour would affect the Newfoundland trades, even threatening the very existence of shipping services to that province.

**The Queen at Sept-Iles and Gaspé**

On June 20, 1959, Queen Elizabeth II and Prince Philip flew into Sept-Iles from a three-day tour of Newfoundland to board HMY *Britannia*, sailing that evening into the Gulf of St Lawrence with the destroyer escorts HMCS *Restigouche* and *St Croix* and minesweepers *Fundy, Thunder, Chaleur* and *Quinte*, plus the Royal Navy frigate HMS *Ulster*. On board *Britannia* were two officers and fifteen ratings chosen from the ranks of the Royal Canadian Navy just for this voyage. No one made any link between Prince Philip and his grandmother Queen Olga of Greece, but it had been from her that Clarke's first *North Shore* had taken her original name.

On the morning of June 21, Clarke's *North Gaspé*, on her way back to Montreal after her fifth trip of the year to the Magdalen Islands, and her ninth voyage of the season, arrived at Gaspé together with *Britannia*. Gaspé was *Britannia*'s first port of call en route to the opening ceremonies for the new St Lawrence Seaway. While in Gaspé, the Queen celebrated the 425th Anniversary of Jacques Cartier's arrival when, escorted by officers of the Royal Canadian Mounted Police, she visited the Cartier cross and laid a bouquet of flowers. Twenty-five years earlier, on the day when the Cartier cross had first been erected, another Clarke ship, the *Gaspersia*, had been at Gaspé, in her case on the way from Montreal to Prince Edward Island and Nova Scotia.

From Gaspé, the *Britannia* went on to visit Port Alfred on the 22nd, Wolfe's Cove at Quebec on the 23rd, Trois-Rivières on the 24th and Montreal from the evening of the 24th to the 25th. She would be present at the official Seaway opening ceremony at St Lambert Lock opposite Montreal on the 26th and then sail through the St Lawrence Seaway and Great Lakes as far as
Chicago and Thunder Bay.

On the evening of the 23rd, three Clarke ships departed Montreal, with the *North Shore* and *North Voyageur* sailing from Pier 35 and the *North Gaspé* from Victoria Pier. In the early morning of the 24th, the three white-hulled Clarke ships, one after the other, passed an upbound *Britannia*, making her way from Quebec to Trois-Rivières, where she was due at 10 am.

**The St Lawrence Seaway**

Most shipping, especially the Great Lakes iron ore and grain trades, and the overseas general cargo trades, benefited immensely from the opening of the St Lawrence Seaway. But it made little difference to Clarke, whose trade was outbound general cargo from Montreal to the Gulf of St Lawrence and Newfoundland and bulk cargoes in the Gulf of St Lawrence. Not a single Clarke ship, owned or chartered, would transit the Seaway in its first two years of operation, and even thereafter transits were infrequent. In fact, the only Clarke-owned ship ever to navigate above Montreal was the *Highliner*.

Raising the dimensional limits and the drafts of ships trading into the Great Lakes proved a huge advantage to the bulk trades, however. New bulk carriers of 730 by 75 feet replaced the previous canallers of 259 by 44 feet in the trade between the St Lawrence River and the Great Lakes. And instead of a maximum 14-foot draft, they could now go to 25 feet. The new bulkers that resulted could carry from eight to ten times as much cargo as the old canallers, thus spelling the demise of the smaller ships.

Meanwhile, Clarke's competition, Newfoundland Great Lakes Steamships, took advantage of the new Seaway locks by acquiring a larger ship. In 1959, parent company Dundee, Perth & London Shipping acquired the 1944-built "Hansa" type *Highland*, which had traded between Montreal and St John's in 1953 in Montreal Shipping's Gulf-Newfoundland Service, and renamed her *Gowrie* (v). As she was a sister ship to Clarke's own *Gulfport* and *Novaport*, Newfoundland Great Lakes did not gain any real competitive advantage but she could carry more cargo than her smaller fleetmates.

Meanwhile, the *Gulfport* had a rather unusual cargo on deck when she left Montreal for St John's on May 13. It was a yellow and back painted steel water tank made of three-quarter-inch steel called the *Diogenes*. Three Montrealers, who travelled in the *Gulfport* as passengers, intended to cross the Atlantic in this 18-foot craft, taking advantage of the Gulf Stream to get them to Europe. Carrying enough provisions for a three-month voyage and 120 tons of fresh water, she left St John's on June 13 in calm seas that whipped up into heavy waves two hours from shore. The voyage was abandoned on June 22, however, when the *Diogenes* was struck by a fire, probably caused by a small kerosene stove, 200 miles off Cape Race. The
5,818-ton British-flag freighter *Ramon de Larrinaga* rescued them and took them on to Rotterdam. The month before, this ship had been the first deep-draft ocean vessel to reach Duluth, arriving there on May 3 through the new Seaway.

**"Stella Maris" Gulf and Seaway Cruises**

In 1959, Sun Line's *Stella Maris* not only changed her Gulf of St Lawrence cruise itinerary, but also added a series of St Lawrence Seaway cruises. Her nine 7-night Gulf cruises departed Quebec at 9 pm on Saturdays in July and August, calling at Tadoussac, the Saguenay River, Corner Brook and St Pierre and Miquelon. This was the first time Corner Brook had seen regular cruise ship calls since the *North Star* and *New Northland* twenty years earlier. And just as in those days, her Tuesday calls at Corner Brook included "a visit to quaint Glynmill Inn with its permanent exhibition of fine native handicrafts made by fisher folk, Eskimos and Indians."

Her Gulf of St Lawrence cruises were preceded in May and June by eight 6-night Seaway cruises from Montreal up the newly-opened St Lawrence Seaway to Toronto, Hamilton (for Niagara Falls) and Rochester and followed in September by five more, for a total of twenty-two cruises in 1959. While the minimum fare for her Gulf cruises was reduced from $175 to $170, Sun Line was able to increase its former off-season lead-in of $155 to $165, as they were now running from Montreal to more moderate Lake Ontario instead of from Quebec to the decidedly cooler Gulf of St Lawrence.

Between 1958 and 1959, the *Stella Maris*’s hull had been painted blue instead of white, most likely in anticipation of bumps in some of the locks she would now have to pass, seven in each direction on each cruise between Montreal and Lake Ontario. The Sun Line's St Lawrence cruises lasted only two seasons, however, as in 1960 she began summer cruises from Piraeus to the Greek Islands.

**Orléans Navigation's "Maridan C"

The *Orléans*, which was still trading for Clarke to Havre-St-Pierre, now also gave her name to a new Coulombe shipowning company, Orléans Navigation Inc, which in 1959 purchased the *Lunan* from the Dundee, Perth & London Shipping Co. Renamed *Maridan C*, she followed the precedent set by the *Charlenest* in taking her name from Mario and Daniel Coulombe, the sons of Charles and Ernest.

Built at Aberdeen in 1946, the *Maridan C* was a motorship of 1,310 tons deadweight, and carried a crew of seventeen. Graeme Somner mentioned the troubles that resulted in her acquisition by Orléans Navigation in his book "DP&L": -
Towards the end of the 1958 season *Lunan* struck a rock in Murray Bay in the St Lawrence and received severe bottom damage, with a fire subsequently breaking out in the engine room, which gutted the accommodation. She was towed to Lauzon near Quebec and laid up for the winter. She was sold in February 1959 for £65,000 in her damaged condition with the estimated cost of repairs being $194,000 Canadian.

Having built ships for their own account, the Coulombes knew what they were about. They took that summer to put the *Lunan* back into service, at less cost than what had been quoted to DP&L, and chartered her to Clarke for three voyages between Montreal and Corner Brook that October and November, under her old name, before she became the *Maridan C* for a fourth voyage in December. Now under Canadian flag, Clarke would charter this ship regularly over the next decade, mostly for the Newfoundland trade, where she had worked with DP&L.

The *Maridan C*’s first full season with Clarke began on April 15, 1960, on the Montreal-Corner Brook service, although she also made voyages to other Newfoundland ports such as Tilt Cove and Springdale and went north to Frobisher Bay in August. Occasionally she also loaded return cargoes of salt from Pugwash, Nova Scotia, or copper and zinc concentrates from Tilt Cove.

After Clarke reached an agreement with Newfoundland Great Lakes Steamships in 1961, the *Maridan C* was assigned to the Montreal-Botwood run, the route on which she had operated as *Lunan*, and where she would remain until the service closed at the end of 1968. In her time with Clarke, the *Maridan C* would also make calls at North Shore ports en route to Botwood, as well as some voyages to Goose Bay.

**Sept-Iles in 1959**

Ships of both Clarke and its subsidiaries made literally hundreds, even thousands, of voyages to and from Sept-Iles as it developed in the 1950s. But with the opening of the Seaway in 1959 full-size Great Lakes bulk carriers of up to 730 feet in length overall were now able to call there for the first time. Five years after the first iron ore had been shipped from Sept-Iles, the local Chamber of Commerce gives us an overview of its port as it had developed in its 1959 city guide "Sept-Iles":

Second only to Montreal in eastern Canada, Sept-Iles exports around 14,000,000 tons yearly. The main traffic through the port is the export of iron ore, and hundreds of ships of all nationalities and sizes dock at the loading and mooring docks of the Iron Ore Co of Canada.

At the west end of the Iron Ore Co mooring dock, the Federal
Government dock with its 27-foot mooring depth provides facilities for handling, storage and transshipment by truck and rail for equipment, property and supplies owned by commercial and private concerns. Freighters unload heavy equipment and supplies. A large stiff-legged crane can lift diesel locomotives out of a ship's hold and set them down on the spur line of the railway parallel to the dock. By this means the roiling stock for the railway is unloaded, as well as heavy construction equipment and supplies for mining projects in the area. The Federal dock area employs a large crew of stevedores to handle the bulky traffic.

A number of fishermen still make a living from the waters of the St Lawrence in the summer time, and a cold storage plant is in operation on the shore near the Town Wharf.

Regular services, summer and winter, ply the St Lawrence between Montreal, Quebec and the river ports. The Clarke Steamship Co Ltd and their subsidiary Lower St Lawrence Transportation Co Ltd are the chief customers of the dock and warehouse of the Federal Government.

In summer, passengers, cars and freight are carried daily between Sept-Iles and Rimouski and Matane by Clarke Steamships, and between Sept-Iles and Ste-Anne-des-Monts by the Ungava Transport Steamship Co, which uses the Town Wharf, opposite the old Parish Church.

In winter a regular ten-day service is maintained between Quebec and Sept-Iles by the D'Vora and between Pointe-au-Pic and Sept-Iles by Clarke Steamships.

The Town Wharf. Coastal schooners which cannot dock safely at the high dock at Pointe aux Basques during onshore winds even when the average ten foot tide is in, continue to make use of the town wharf - in the centre of the city but still included as part of the Federal Government Dock...

From here is also located the fish which is exported from the area, and the refrigeration plant is installed conveniently near the wharf.

The old Town Wharf was where Clarke ships had called before the completion of the new Monseigneur Blanche general cargo dock in 1954.

In 1922, the first year in which Clarke had two of its own ships available to maintain a weekly service, the first North Shore and Labrador had between them made thirty-two voyages to Clarke City and Sept-Iles, and other points on the North Shore.
In 1959, a new *North Shore* performed thirty voyages to Sept-Iles alone and the *North Coaster* nineteen, for forty-nine voyages by ships carrying passengers. The *North Voyageur*, now in her second season, added twenty more to this. In addition, the *Mont-St-Martin* made twenty voyages, the *D’Vora* and the *Fort Lévis* thirty-two each and the *Orléans* sixteen, for another hundred voyages by chartered ships.

One hundred and sixty-nine voyages by scheduled ships were twenty times the number that had been offered in 1922. Although the *North Pioneer* did not call at Sept-Iles because she proceeded directly to the Lower North Shore, calls by other charters, Newfoundland ships and local ships added even more to this total. And this did not include thirty winter trips by three ships between December 1958 and March 1959, almost as many voyages as had been offered in the whole navigation season of 1922. Moreover, in the period from December 18, 1959, to January 19, 1960, ships trading in the early season winter trade from Quebec delivered 7,868 tons of cargo to Baie Comeau and Sept-Iles, a substantial amount of winter trade for just one month.

Things had changed considerably since Sept-Iles had been a settlement of a few hundred people across the bay from Clarke City. Its population was now more than 10,000 and growing.

Late in 1959, however, one goélette charter came near to an unfortunate end when Léopold Anctil’s 198-ton *Monica L* was damaged by ice and began taking on water while approaching Sept-Iles on November 29, on a voyage from Montreal with barrels of oil. Luckily, Clarke’s *North Voyageur* was nearby and managed to evacuate her crew of five and tow the *Monica L* into Sept-Iles, where she went on the local drydock.

In the meantime, as Clarke developed its cargo operations with the new iron ore developments in Labrador, plus expansion beyond Newfoundland to Goose Bay and the north and into the bulk trades, many more ships had been required to supplement the owned fleet. Of almost 4,500 Clarke voyages performed in the decade 1953-62, owned vessels performed about 2,000 and chartered ships about 2,500.

Of the charter voyages, almost 1,000 were to the North Shore and over 400 to Newfoundland. The other 1,100 were in the bulk trades and special services. These varied from single voyage charters to full-season multi-season time charters, but there is no question that without these chartered ships, the company would never have been able to perform the number of voyages it did every year.