Clarke’s eight-month-old s.s. New Northland arriving at Palm Beach on January 10, 1927, to begin the first program of weekly cruises ever offered from Florida

A NEW SHIP, SOUTHERN CRUISING AND NORTHERN ICE

The "Northland"

The order for a "steamer of special specification, strengthened for navigation in ice" mentioned by "The Gazette" in 1925 was placed with shipbuilders Swan Hunter & Wigham Richardson Ltd of Newcastle upon Tyne, where, on January 30, 1926, the 3,445-ton Northland was launched at their Neptune yard.

Designed by A T Wall & Company, consulting naval architects and engineers of Liverpool, with Walter Lambert as Canadian consulting architect, supervision was carried out by A T Wall and James M Dewar, consulting engineer of London. Walter Lambert, who had superintended the rebuilding of the North Shore after her fire in 1921, would play a role in the design and construction of several Clarke ships over the years. Meanwhile, "Fairplay" magazine carried news of the launching ceremony in its February 4 edition:

A luxuriously-fitted passenger and cargo vessel, ordered for the Clarke Steamship Company Ltd of Quebec by Tatham Bromage & Company Ltd, London, the well-known pulp and paper chartering agents, was launched on Friday afternoon, by Messrs Swan Hunter & Wigham
Richardson, & Mrs Larkin, wife of the Hon Peter Larkin, High Commissioner for Canada, performing the naming ceremony. Mr Larkin and Miss Larkin, Dr Lemieux, Agent General for Quebec, and the Hon Victor Gordon, High Commissioner for Newfoundland, were also present.

The new vessel is the *Northland*, and in respect of her accommodation for passengers she is a worthy successor to the many notable vessels of the liner type which have been built in the same shipyard. Her overall length is 302 ft, her moulded breadth 47 ft, her moulded depth 24 ft 6 in, and at a maximum load draft of 17 ft she will carry 2,000 tons deadweight. Her service speed will be 13 knots.

The height between the decks, especially the decks on which passengers are accommodated, is impressive. There is provision for 142 first-class passengers, 76 third-class passengers, and a crew of 58 - a full complement, that is, of 276 - and the accommodation has been very carefully designed for the St Lawrence service in which the vessel will be engaged. Nearly the whole of the upper deck is devoted to first-class passengers in cabins which leave very little to be desired in respect of either comfort or artistic beauty.

Two-thirds of the passengers are provided for in large cabins, none of which has a less area than 108 sq ft. Forty-five of the rooms are two-berth cabins, while none of the remainder contains more than three berths. In twenty-six, cot beds are fitted, and adjoining twelve are bathrooms. The latter rooms are cabins de luxe and are in pairs in different styles of internal decoration with furniture to match. They have dressing tables and easy chairs.

The first-class dining saloon has a height of 8 ft 6 in and in it 82 persons can be accommodated at one time at tables chiefly arranged for two or four people. It is panelled in mahogany finished in cream enamel, the decorations around the port lights being of rich design.

The lounge ... is an ideal apartment from which to observe the scenery through which the ship is passing. It has an area of 1,200 sq ft, and in its sides and end there are no fewer than 27 windows, 36 in by 20 in. The floor has been laid in oak on bearers, and levelled across the ship in order to make it suitable for dancing. An electric fireplace is fitted, and there is a raised roof extending for the whole length of the room and for nearly half its width. The panelling is of polished mahogany and the decorations as a whole have been carried out with fine artistic taste. The smoking room, which is at the after end of the promenade deck, and also has a raised roof, has for one of its features a coal fireplace. The panelling is in carefully selected white oak with a wax finish.
Abaft the smoke-room and entered from it is a verandah café from which an uninterrupted view can be obtained on either beam and astern. The after end of the promenade deck for a length of 55 ft is reserved as a space for promenading and deck games. There is also generous promenading space on the boat deck.

In the main 'tween decks four cargo spaces are arranged, two of them being insulated for the carriage of chilled or frozen meat, dairy produce, etc. All the cargo, except that in the forward hold, will be worked through large side doors and special arrangements have been made for its rapid and noiseless handling.

Six months earlier, Peter Larkin, whose wife christened the Northland, had presided over the inauguration of Canada House in London's Trafalgar Square, as it was officially opened by King George V and Queen Mary on June 29, 1925. Larkin had founded the Salada Tea Co Ltd in Toronto in the 1890s.

As Tatham Bromage not only handled the Gulf Pulp & Paper business out of Clarke City but had also chartered the tonnage required to transport materials for the new Corner Brook paper port in 1923-25, their choice as newbuilding broker had been most appropriate. As it happened, however, the Northland turned out to be the only steamship ever ordered by Clarke. Although it would purchase many steamships, including newbuildings, in future Clarke would build only motorships for its own account.

An Early Start for 1926

Eight weeks after the Northland's launch, while she was still being fitted out and prepared for delivery across the Atlantic, the Gaspesia took the company's first sailing of 1926, a March 27 departure from Quebec to the North Shore. "Le Soleil" reported her return to Quebec on April 6, under the heading "Rich cargo on the Gaspesia" :-

Furs to the value of $100,000 (Fox, muskrat, otter, mink, etc) along with 150 lumberjacks were the valuable treasures brought back yesterday morning by the Gaspesia of the Clarke Trading Co, back from a trip to various centres on the North Shore. The forests in the vicinity of Shelter Bay and Godbout are plentiful with game of all sorts, which is why numerous trappers in the service of the furriers leave every year for this hunt...

Confusing the Clarke Steamship Co with the Clarke Trading Co was not surprising. In the early years, the two companies worked so closely together that the Clarke Steamship Co even used "Clarketrad" as its cable address. In fact, in 1922 and 1923 there had been parliamentary votes in Ottawa to pay the Clarke Trading Co $1,500 each year for the "transportation of supplies to the inhabitants of the North Shore."
At $100,000, the Gaspesia's haul was impressive. Twenty years earlier, Victor Huard had estimated the value of all furs sent to London in a season from the coast between Bersimis and the Strait of Belle Isle at about $80,000. And a typical voyage by a large Hudson's Bay Co fur trader would land between $150,000 and $750,000 of furs on the London market for a full season, and that from all the lands of the company.

This North Shore voyage by the Gaspesia, which was usually employed on the Gaspé Coast, was typical of early season sailings. The Gaspesia was a better ship in ice and Clarke ships would thus depart from their normal duties on their first voyages as they were available in order to meet the prevailing cargo needs before the full season began. Although the Gaspesia often made early spring voyages to the North Shore, later in her career she would become more familiar with that coast.

Even before the Gaspesia's first sailing, however, the icebreaker CGS Mikula had made a special voyage to Havre-St-Pierre, where she had delivered Louis T Blais, a couple of other passengers and mail on March 11. Blais went there as local manager of the Clarke Trading Co, a post that had become vacant because of the unfortunate death of the previous manager, Alfred Cormier, the week before in a house fire. It was rare for Clarke personnel to travel in anything other than a Clarke ship but had he awaited the first departure of the Gaspesia his arrival would have delayed by a month.

**Anticipation in Newfoundland**

A couple of weeks after the Gaspesia returned to Quebec, "The Western Star," the newspaper of Corner Brook and the west coast of Newfoundland, reported on the anticipated arrival of the new ship. On April 21, 1926, the day that Princess Elizabeth, later Queen Elizabeth II, was born in England, it reported that:

Corner Brook and Curling will shortly receive the first of many visits from a newcomer, the Northland, the new passenger and cargo vessel of the Clarke Steamship Company. She has completed a highly successful trial run at Newcastle, England, and will shortly leave on her trip across the ocean to Quebec and Montreal, where she will be welcomed with a special program of festivities and will be open to inspection for several days.

After the formalities of registry, etc., have been completed the ship will commence her regular service from Montreal to Gaspé and Newfoundland, under the command of Capt William Tremblay, formerly of the Gaspesia.
The Northland, besides having luxurious accommodation for 142 first-class passengers and cabins for 76 third-class passengers, has special freight provisions of particular interest to Newfoundland. These include two refrigerated spaces for the carrying of perishable food stuffs, such as dairy produce, meat and vegetables. There are two other between-deck cargo spaces and three holds, the ship having a capacity of 2000 tons deadweight and special facilities for the rapid handling of freight.

The Northland will give a fortnightly service throughout the navigation period of the St Lawrence, beginning next month. She will leave from Montreal, stopping at Quebec and all points of importance on the south shore from Cap Chat to Gaspé Basin, and will terminate her run at Corner Brook and Curling. She is expected to encourage both tourist traffic and trade by the beautiful St Lawrence route.

All cargo, except that in the forward hold, will be worked through large side doors. The forward hatch is trunked from main to promenade decks, and two ten-ton derricks on the foremost mast are capable of handling heavy pieces of machinery, motor cars and similar loads.

The engines are of the triple expansion type and steam is supplied by three main boilers arranged for either coal or oil firing. The cross bunker for coal has a capacity of over 400 tons, and oil fuel is carried in double bottom tanks.

The ship is built to Board of Trade requirements and to class 100A1 Lloyd's, with special ice strengthening entitling her to Lloyd's certificate in that connection.

Compared to the Nayarit, the new ship was more than twice the size and carried twice as many passengers, to a standard not yet seen. She was also the first ship to offer refrigerated facilities, which allowed the fishermen of Curling to start shipping fresh fish, boxed in ice, to the United States and Canada. This new refrigerated trade was mainly in fresh salmon, but the heaviest volume of all was cured herring, which was salted and shipped in barrels and did not need refrigeration.

**Preparations for the Transatlantic Voyage**

Desmond Clarke had crossed from New York to England some in the French Line's 23,769-ton France, disembarking at Plymouth on March 12, and booked into The Savoy in London in anticipation of travelling to Newcastle for the delivery of the new ship.

Just a few days after the article in "The Western Star," a news wire from Montreal dated April 26 gave further word of the new ship's anticipated arrival at Quebec: -
Word has just been received that the s.s. Northland, the new vessel of the Clarke Steamship Company, which was especially designed and built in England for use on the St Lawrence route to Gaspé and Newfoundland, will leave Newcastle on Tyne on April 29, arriving in Quebec about May 12.

The vessel will be open to public inspection in that city and in Montreal for a few days and will then begin its regular fortnightly service to Corner Brook ... from Montreal on May 19.

The greater part of the Northland's permanent crew was taken to England to man the vessel on the trip across the ocean. Capt William Tremblay will assume command as soon as the vessel reaches Montreal.

The last detail of the furnishings of the ship were completed a short time ago. The trial run was very satisfactory, the Northland showing a speed of 14 knots while fully loaded.

Mr Desmond Clarke, president of the company is among those crossing the ocean on board the new vessel.

The Clarke Steamship Company has announced a number of special sailings before the commencement of the regular summer schedule of its other vessels. As soon as navigation opens the Gaspésia will sail from Montreal to Gaspé and Corner Brook and will then begin its regular service to Gaspé and Chaleur Bay from Montreal. The s.s. Nayarit on May 3 will make one trip along the north shore to Natashquan and on May 10 will begin her first run on her regular route to Corner Brook.

Anticipating the delivery of the new ship, Clarke had decided to return the Colima to the Clan Line at the end of 1925, but retained the services of the Nayarit as a running mate for its new Northland. This announcement also saw the ships going into their intended services as the season opened.

**Arrival at Quebec**

The Northland was delayed arriving in the St Lawrence and on Friday, May 14, Quebec's "Le Soleil" reported on her progress while she was in the Gulf of St Lawrence: -

While crossing the Atlantic, she found herself trapped in ice some 75 miles east of Cape Race but it is believed that she will still arrive at Quebec tomorrow or Sunday ... and with her on board is company president Mr Desmond Clarke. The new ship has been considerably
delayed by ice and fog.

Finally, on Tuesday, May 17, "Le Soleil" was able to report her arrival: -

The *Northland*, the most luxurious vessel in the Clarke Steamship Company fleet, arrived at Quebec at about 7 o'clock yesterday evening. This new ship was expected at Quebec last Thursday, but the ice, winds and fog delayed her by several days. Except for some difficulties encountered in the Gulf, the *Northland* nevertheless made a good crossing. Amid whistle cries from all the ships moored in the basin and the attentions of a large crowd, the *Northland*, this new jewel of the Clarke Steamship Company, made her entry into the basin to tie up at Clarke Steamship's Shed 14. The *Northland*'s passengers were greeted by friends, who grew more numerous on the arrival of the new liner, which next Wednesday will inaugurate a regular service between Montreal, Quebec, Gaspé and Newfoundland.

Among them were Mrs Desmond Clarke, wife of the president of the Clarke Steamship Company, as well as Messrs Walter and Wilfrid Clarke, Lt Col F M Stanton, company secretary-treasurer, Maitre Allan Taschereau and Capt A Landry, Quebec harbour master.

As soon as Customs and Immigration officers had completed their formalities on board the *Northland*, guests were able to embark the big lavish liner, where they were received by Mr Desmond Clarke and Major F Short of Montreal, who had made the crossing in the company of his close friend Desmond Clarke. Everyone was then at leisure to appreciate this new vessel from the shipyards of Newcastle upon Tyne, where the Clarke Steamship officers had gone to take delivery. The ship made the crossing under the command of Capt Bailey, assisted by about ten English sailors and the whole crew that previously had served on the *Gaspesia*, another of Clarke Steamship Company's ships. Capt William Tremblay immediately took possession of the *Northland*, of which he will henceforth be in command.

Our representative went to greet Mr Clarke and asked him briefly for his impressions of the voyage.

Mr Desmond Clarke stated that he was very pleased with the crossing despite the weather delays they had suffered after Cape Race. By showing us around the ship's extensive lounges decorated in rich draperies and furnishings, as well as the cabins furnished with mahogany beds, Mr Clarke quite simply confirmed everything he had said on the subject of this ship.

Mr Clarke added "We have no desire other than to satisfy the public and to provide for them with all the comfort possible on the long Montreal-Newfoundland voyages. We also want to popularize trips to
the incomparable locale of the Gaspé Peninsula." ...

In addition to its spacious lounges and pretty cabins, the Northland offers many and varied on board attractions for the entertainment of tourists. The Northland has also retained the services of a professional orchestra. In brief, this new ship will offer every comfort to travellers.

The Northland left yesterday evening for Montreal. She will be back at Quebec on Wednesday when a large reception will be held on board.

Later at Quebec, Clarke invited sixty guests on board for an inauguration luncheon, at which, Ernest Lapointe, Secretary of State for Canada, and Prime Minister Mackenzie King's Quebec lieutenant, toasted the company, noting the new ship's introduction as an important event in the history of the port of Quebec and the development of steam navigation on the St Lawrence. The Northland was a huge advance on any ship before her, whether Campana or Cascapedia, Lady of Gaspé or Trinidad. And before she arrived, two other cruise ships that had been popular in the St Lawrence, the Manoa and the Fort Hamilton, had made their last sailings in 1925.

"Tatham's Log," the official history of Tatham Bromage & Co, also confirmed that Clarke was well pleased with its new ship: -

On her arrival in the St Lawrence, Clarke Steamship Co Ltd lost no time in conveying their delight in acquiring such a beautiful ship, praising the builders for their fine craftsmanship and thanking all concerned, including Tatham Trading Co Ltd, who had selected the carpets, rugs and runners for the luxurious staterooms, cabins and other rooms and also supplied blankets, bedding, embossed china and cutlery.

Carl Netherland-Brown, who served in the ship in later years, gave his own description of the ship in an unpublished article entitled "The Canadian Steamship Northland: -

With her black hull, white superstructure and single funnel, the Northland presented a jaunty and businesslike profile. A high freeboard and broad beam made her appear larger than her 302 feet.

Aboard, there was much to please the traveller. With her relaxed, club-like atmosphere, she became the favourite of experienced voyagers and of those who preferred the charm of a smaller vessel.

One deck above the promenade was the Boat Deck, with Main Lounge located forward. Large windows commanded a view over the bow, and a sea view on both sides. This was the most popular room when cruising the St Lawrence, since it was protected from cold winds.
At the entrance to the Main Lounge was a small lobby, with floor to ceiling murals of early explorations in the St Lawrence.

The main forward staircase descended grandly to the Regency dining room, two decks below.

Broad-beamed as she was ... she shouldered head seas admirably. Because of the vast range of tide in Canada, the hull was fitted with oak wood fenders at the waterline and also at the main deck level. These horizontal fenders were three feet wide and served well to keep the vessel from catching under wharves with the rise and fall of the tide.

The mural mentioned by Netherland-Brown was by Canadian-born New York artist and illustrator Cory Kilvert and provided a bird's eye view of Hochelaga, as Montreal was known in earlier times, illustrating all the important discoveries in the Gulf of St Lawrence from Eric the Red through to the siege of Louisbourg on Cape Breton Island. Kilvert was particularly well known for his covers for "Life" magazine.

The new ship had cost Clarke $750,000. Her builders had completed her machinery as well, and, as it would turn out, she was be the first of three new ships that Clarke companies would order from Swan Hunter. As was their practice at the time, the new flagship was registered to a single ship company, the Eastern Shipping Co Ltd of Quebec, with Clarke as managers and Newcastle upon Tyne as port of registry.

**Frank Clarke and Winston Churchill**

While Desmond, 34, had crossed the Atlantic in the *Northland* and Walter, 37, and Wilfrid, 30, were on hand to welcome visitors at Quebec, Frank, now 38, had remained in England. Although he had travelled to England with Desmond the year before, he had decided not to sail in the *Northland*. When the new ship departed Newcastle on April 29, he stayed in London on pulp and paper Co business. The "Daily Mirrors" new Anglo-Canadian newsprint mill was soon to be built at Quebec and Frank was heavily involved in that project, on which construction was to start in November. By 1926, the "Daily Mail" was selling two million copies a day and Rothermeres fortune had risen to £25 million. He was now reported to be the third wealthiest man in Britain.

On May 2, 1926, three days after the *Northland* sailed, the general strike broke out in Britain and Frank volunteered to work on the emergency government newspaper "The British Gazette." Lord Rothermere had introduced Frank to Britain's Chancellor of the Exchequer Winston Churchill, who as the paper's editor had offered him a position. Churchill was on friendly terms with both Lord Rothermere and Lord Northcliffe and by the
time the strike ended on May 12, and the newspaper closed, Frank too had struck up a friendship with Churchill, one that was to last for decades.

**Arrival in Newfoundland**

Things were apparently rushed for the *Northland*'s first call at Corner Brook. In fact, Corner Brook would soon be the only port called at in the Bay of Islands and Curling and Humbermouth cargo would move over the extended pier at Corner Brook. While the new ship was on its way to Corner Brook, a brief announcement appeared in "The Western Star" saying that: -

The Clarke Steamship Company Limited wish to announce that the *Northland*'s first trip to Corner Brook, scheduled to arrive Sunday, the twenty-third of May, and sailing Tuesday at noon the twenty-fifth of May, will prevent any festivities, but on the second trip arriving sixth June a Director will be on board, and an evening dinner and afternoon reception will be held and the ship will be open to the public for inspection.

This eventually occurred and the same paper carried a report on June 26 that confirmed that the *Northland* was indeed bringing a completely new standard of service to the Gulf of St Lawrence: -

On Tuesday of last week, during the stay of the s.s. *Northland* at Corner Brook, a reception was held on board, to which, at the request of the ship's owners, a large number was invited. Colonel Stanton, secretary-treasurer of the Clarke Steamship Co Ltd, who came from Montreal by the *Northland* received the guests as they ascended the grand stairway leading to the luxurious and comfortable lounge, which is on the boat deck. A large section of the beautiful art floor covering had been removed, exposing a highly polished hardwood floor, and in this room the principal amusements of the evening were indulged in. The Corner Brook Orchestra was in attendance, and until well into the small hours of Wednesday morning tendered music to the delight of the votaries of Terpsichore. Supper was served in the beautifully appointed and spacious dining saloon, which is situated below the promenade deck. Courteous, obliging and indefatigable in their efforts to make the large gathering feel perfectly at home, were the officers and the large staff of assistants under the chief steward's management. Rare are the opportunities presented to most of the guests for entertainment on board a ship with appointments nearly as elaborate as are to be found on the *Northland*...

The company's booklet states the *Northland* was designed to afford every luxury known to Transatlantic travellers, and they surely have had their desires filled. On her you will find cabins de luxe with private bath rooms, twin beds, a summer café with dance floor; hot and cold
salt and fresh water baths and showers.

Extensive provision has been made for the comfort and convenience of women passengers. Everything that could be done to make their stay on board an experience to be remembered with pleasure has been done. This is illustrated by the fact that the cabins are equipped with dressing tables fitted with electric curling irons. Each of the de luxe cabins is finished in a different period of design, and all of them in different kinds of wood. This is a feature that can be found on few vessels. All of the cabins are unusually spacious. They are outside cabins, and are fitted with electric fans and wardrobe, provision being made against every requirement of the discriminating vacationist.

The smoking, lounge and dining saloons reflect a high degree of artistic appreciation and beauty, and in their elegance and comfort go a long way to making a voyage on this ship one to be long remembered. Over both the lounge and the smoking room there is a raised glass roof through which the sunlight is filtered in a soft, filtered glow. A large wood fireplace in the smoking room gives it an air of charming hominess, while electric fireplaces in the lounge and dining saloon provide against sharpness in the sea air and add a touch of home to the surroundings. The verandah café opens onto a deck protected by awnings. On this deck has been specially designed a dance floor that is perfectly level, all the curve having been eliminated. During the summer months a dance orchestra will form a regular part of the ship's company.

The inauguration of the Montreal-Bay of Islands steamship service opens up great possibilities for a large tourist traffic, and in this connection the Clarke Steamship Co are deserving of every encouragement. Their ships touch at points which in the past have been known to few tourists, largely due to their comparative inaccessibility. The accommodation on both the Northland and Nayarit is excellent, the service courteous and willing, and the cost comparatively low. According to the schedules of the ships' cruises, both on the north and south shores of the St Lawrence it is safe to predict for Clarke's an exceptionally busy season.

Two features that were not mentioned in these press reports were that her dining room had a goodly supply of tables for two, in fact ten of them surrounding the outer perimeter of the room, and all her staterooms featured twin portholes. As well as the main passenger dining room, the Northland was equipped with separate officers' and crew's messes, while below deck, in addition to her forward hold, she had two sideports on either side of the ship for handling cargo and also passengers' cars to and from the 'tweedocks, and even for occasional use as passenger gangways.
A Montreal Passenger Office

In the early years in Montreal, Clarke had used ticketing agents Jules Hone, (formerly of Hone & Rivet), on St Lawrence Boulevard, and W H Henry Ltd, in St James Street, both businesses still in existence today. But with the advent of the *Northland*, the company decided it needed a passenger office in Montreal and to this end it appointed 52-year-old Frank S Stocking as its new general passenger agent. On April 27, 1926, three days before the *Northland* was to depart from Newcastle, "The Gazette" confirmed the appointment. Based in Montreal, Stocking would be "in charge of information and arrangements for passengers on the St Lawrence cruises from Montreal and Quebec to Gaspé, Chaleur Bay, Newfoundland and the Canadian Labrador."

From 1913 until 1924, Stocking had been city passenger agent in Quebec for Canada Steamship Lines, and previous to that had been the Quebec ticket agent for the Quebec Steamship Co, as well as the Gaspé Steamship Line. In addition to having a deep knowledge of travel, Frank had been a popular Quebec City sportsman who had sat on the Quebec Tercentenary Committee in 1908. As a goalkeeper for the local team, it was he who had introduced the goal net to Canadian ice hockey in 1897. He was also a keen cricketer, curler and football player.

Frank's late father, Robert Stocking, had started the business in 1872, the year before Frank was born. Robert had been the Quebec ticket agent for the Quebec Steamship Co and also for Thomas Cook after they arrived on the scene. For a time, he also had an interest in St Lawrence Hall, a fashionable resort hotel at Cacouna that burnt down in 1903. Robert having been American consul at Quebec, Frank in turn had served there as vice-consul. The family's business premises were at 32 rue St-Louis in the upper town, in a stone house with slanted roof that dated to 1674, opposite the then St Louis Hotel, and is now the site of a restaurant.

Stocking had made the move from Quebec to Montreal in 1924, opening his Stocking Travel Agency on the ground floor of the Drummond Building at Montreal's main intersection of Peel and St Catherine Streets. While the ten-story building dated to 1914, it was modernized and brought up to date in 1926, happily coinciding with the *Northland*’s arrival on the scene.

Selling the New Cruises

The public had started to take notice of the new ship and Clarke was soon advertising "Cruises through the Lower St Lawrence to Newfoundland, Gaspé, Baie-des-Chaleurs, Canadian Labrador": -

There is nothing like a sea trip for a vacation. The tang of the sea air, the relaxation after the worries of everyday life ashore, the pastimes
on board ship, the companionship - all go to make a salt-water voyage something not easily forgotten, and that goes a long way to build upone's physical and mental well-being.

The cruises which have been made possible by the Clarke Steamship Company carry one into regions little known by the modern traveller, due largely to the fact that such boats as the Northland, Gaspesia, etc, with their spacious cabins, luxurious public rooms, dancing floors, etc, have not been available in the past, but if you would visit these little-known parts of America - Labrador, Newfoundland, Gaspé, breathe in their invigorating northern air, delight in their scenic grandeur and unspoiled beauty, you can now do so under conditions of travel which compare favourably with those obtaining anywhere.

The Northland offered an 11-night round trip to Gaspé and Newfoundland, sailing from Montreal every Wednesday and Quebec on Thursday, and returning to Quebec the following Saturday and Montreal on Sunday. When she first entered service, her port calls were identical to the Gaspesia's as far as Gaspé, after which the Gaspesia turned into the Baie-des-Chaleurs and the Northland proceeded across the Gulf to Corner Brook, with both ships returning via the same ports.

The Northland's summer fares, however, were about 40 per cent higher than Gaspesia's on points to Gaspé and 50 per cent more for the overnight run between Montreal and Quebec. This premium was reduced to 15 to 20 per cent in spring and fall, as a 20 per cent reduction applied on Northland fares before June 15 and after September 15. These fare gaps were reduced over the next couple of years by holding fares on the Northland while increasing those on the Gaspesia. In steerage, however, passage rates were identical.

The new ship was now the "premier vessel engaged in the Gulf of St Lawrence passenger trade" and it was said that she "affords the same standard of accommodation that can be found only on the finest Transatlantic vessels." Judging by the press reaction to her and compared with the usual passenger amenities offered in eastern Canadian coastal ships, this statement was no exaggeration. And the fact that she was also designed for cruising in the south only serves to confirm this.

A 1926 guide from the Baker's Hotel in Gaspé, where Desmond Clarke had been interested in building up more tourist trade, described the Northland thus:

s.s. Northland - new and luxurious - from Montreal to Quebec, thence to Gaspé and on to Newfoundland, and return by the same route. This vessel is the largest, most luxurious of the Clarke Steamship Co. Ltd fleet, being 300 feet long and 47 feet in beam, with spacious cabins, luxurious public rooms, a wonderful promenade deck, and a verandah
café, opening on to a deck protected by awnings. On this deck is a specially designed dancing floor, adding greatly to the pleasure of passengers.

In return, the Baker's Hotel was given in Clarke's brochure as the hotel to use in Gaspé, from "$5 up American plan." Equally, with the west coast of Newfoundland including the northernmost reaches of the Appalachians, "Appalachia" magazine, the journal of the Appalachian Mountain Club, celebrated the new ship's arrival as a great way for its members to get there:

A new and delightful means of reaching this territory was inaugurated this year by the Clarke Steamship Company, which has put on a large first-class boat between Montreal and Corner Brook, Newfoundland.

The run from Montreal to Quebec was done by night, and below Quebec, except for the channel that took ships south of Ile d'Orléans, there were many shallows, reefs and islands on the south shore. Once past Ile d'Orléans, Clarke ships, including those bound for Gaspé, followed a channel on the north side of the St Lawrence River as far as the mouth of the Saguenay, from where Gaspé ships could take a course towards the southern shore. Sidney Dean, who with his wife became a sometime Clarke passenger, defined what made this part of the St Lawrence so attractive for cruising in his book "All the Way by Water":

One reason that the St Lawrence is so cruise-worthy scenically is the predominance, at least along the North Shore, of forest-crowned heights instead of the marshes or beaches which border so many coastal waters. You enjoy, in a manner of speaking, mountain and ocean scenery at the same time.

When the Northland arrived, a subtle change was made in how the Nayarit was described now that she was the back-up ship. Working between Montreal, Quebec, and North Shore ports to Natashquan, then on to Corner Brook, her 781-nautical mile North Shore and Newfoundland route, just sixteen miles longer than the Gaspé route, involved a 12-day return voyage. She now became "the comfortable Nayarit", compared to "the magnificent, new Northland." Nevertheless, Clarke's 1926 cruise brochures still pointed out the following:

On the Nayarit, for example, which plies from Montreal and Quebec along the North Shore to Labrador and Newfoundland, twenty of the cabins are fitted with twin beds, instead of the berths which are found on most vessels.

Between them, the two ships offered a sailing every week from Montreal to Corner Brook, the Northland on Wednesday and the Nayarit on
Monday the following week. The Corner Brook summer fare in the *Northland* was about 25 per cent higher than the *Nayarit’s*, although there was a supplement for booking the twin-bedded cabins in the *Nayarit*. The two ships were common-rated in the off-season. This discrepancy was reduced over the next couple of years, by increasing the Corner Brook fare in the *Nayarit* while holding it on the *Northland*. With both ships leaving Montreal at 7:30 pm standard time (8:30 daylight saving time), the new brochure also discussed meal arrangements on sailing nights, advising that "regular dinner will not be served on evening of sailing from Montreal, but a supper à la carte will be provided."

Fares to the North Shore, meanwhile, were the same in both the *Nayarit* and the *North Shore*, while steerage class fares were set at the same level for travellers in any of the *Northland, Nayarit* or *North Shore*, as well as the *Gaspesia*.

**The Montreal-St John's Route**

Just as the *Northland* began trading to Newfoundland, Canada Steamship Lines sold its *Manoa* to the Boston Iron & Metal Co, in June. That company in turn sold her back to her original owners, the Hamburg-American Line. Canada Steamship Lines continued its Montreal-St John's service, but for cargo only, with winter sailings from Saint John, and using chartered British freighters for the most part.

In 1925, instead of the *Winona*, Canada Steamship Lines chartered the *Ceuta*, the ship A H Murray had used the year before, while A H Murray took the British *Hillbrook*. In 1926, CSL scheduled an early April trip for the *Ceuta* from Charlottetown to St John's but had to cancel this because of heavy ice. Later that year it chartered the 1,596-ton *Hitherwood*. On July 23, that ship left Montreal on a normal voyage for Charlottetown and St John's, making by hitting an iceberg in fog off Cape Spear, near St John's, on July 27. Making it to port in leaking condition, the damage was serious enough that she ended up being sold to Norwegian owners and becoming the *Leka*. By 1927, Canada Steamship Lines was using another Norwegian vessel, the 1,599-ton *Farnham*, in "freight service only."

To replace the *Manoa* in the Montreal-Charlottetown-St John's passenger trade, the Red Cross Line, which normally operated between New York, Halifax and St John's, would move a ship into the St Lawrence trade, but not until 1928, appointing Canada Steamship Lines, who now had several years experience in the trade, as its Montreal agent. The same Canada Steamship Lines office represented the County Line to Europe.

For two seasons, 1926 and 1927, there was no St Lawrence passenger service to St John's. But when she arrived, the 2,390-ton *Rosalind* (iii), with berths for 110 first and 58 second-class passengers, revived the alternate
Saturday sailing schedule. She also reinstated not only the passenger service but also the 12-day cruises that had previously been offered from Montreal by the Manoa.

In the interim, the Montreal-Charlottetown-St John's line operated as a cargo operation. This worked to Clarke's advantage, at least for the time being, as intending passengers for Newfoundland now had to go to Halifax to catch a Red Cross Line ship, cross over from North Sydney to Port aux Basques and take the Newfoundland Railway or, if they wanted to sail direct from Montreal, take one of the weekly sailings of the Northland or Nayarit to Corner Brook.

**Travels on the St Lawrence**

Despite the introduction of the "magnificent new Northland," the now "comfortable" Nayarit managed to earn some plaudits of her own that summer when she carried Edgar Rochette down to the North Shore while he was researching his book "Notes sur la Côte-Nord." His comments were recorded in the forward to his book:

On July 21, I embarked in the trim little ship Nayarit of the Clarke Steamship Co Ltd, on a most beautiful summer morning.

The voyage on our magnificent river was enchanting. Capt Joseph Boucher, in command of the s.s. Nayarit, is a most interesting captain; this old sea dog knows the coast by heart; talkative, on his own time, he opens unexpected vistas as he shares with you, in his laconic fashion, his vast seagoing experience. The ships crew is most obliging and contributed much to the pleasure of the voyage.

It was with regret that I left the ship and disembarked in Natashquan, 525 miles from Quebec, to sail upstream again in a small boat and stop a little at each hamlet or post.

While Rochette was making his voyage in the Nayarit, the Northland was evidently satisfying her own passengers as a brief report appeared in "The Gazette" on August 3, headed "Presentation to Officers": -

As a token of the appreciation of his courteous services, Captain W Tremblay, commander of the s.s. Northland, was given a gold watch, suitably engraved, by that steamer's passengers on a recent round trip between Montreal and Newfoundland. Chief Steward Douville was made the recipient of a gold watch chain by the same group of passengers in recognition of his efforts to provide for their comfort and pleasure.

Chief steward Willie Douville had joined the company a couple of year
earlier, in 1924. Later that season, on September 25, the Northland landed several Hospital Sisters of the Miséricord at Gaspé to build a French-language hospital there. Just as the Gaspesia had brought the Ursulines to build a French-speaking school at Gaspé three years earlier, the founders of the hospital had followed in another Clarke ship. From early days, Clarke granted free passage to clergy and members of religious orders, a policy that naturally met with the approval of both the church and its parishioners.

A new period had begun. The Clarke fleet included the Northland and Nayarit, serving the Gulf of St Lawrence and Newfoundland, and the Gaspesia and North Shore backing up the larger ships, with their Gaspé coast and North Shore services on alternate weeks, in a finely-tuned schedule of fortnightly sailings that gave weekly service to most of the destinations that Clarke served.

The Northland and Gaspesia, serving Gaspé, left Montreal on alternate Wednesdays, and the Nayarit sailed on Mondays when there was no departure of the Northland. The Nayarit then sailed from Quebec on Tuesdays while the North Shore, based at Quebec, left on Wednesdays on the other weeks. As well, the North Shore now sailed as far as Bras d'Or Bay, replacing the Labrador as the main ship on this route. This effectively expanded Clarke's cruising region all the way to the Strait of Belle Isle. Montreal sailings left at 7:30 pm and Quebec sailings at 9 am, except for the Northland, which left Quebec at 11 am after a four-hour stay.

How much this service was appreciated by the Department of Trade & Commerce was reflected in its annual report for 1926. Like its earlier report on the introduction of the Gaspesia, it reflected the department's appreciation for an extension of service without extra subsidy. In the case of the Gaspesia, this had been for service to Prince Edward Island, but now it was for service to Newfoundland: -

In the spring of 1926 the new steamer Northland was placed on the Quebec.
Montreal and Gaspé service by the Clarke Steamship Company Limited, of Quebec, giving a weekly service to Gaspé, in conjunction with the steamer Gaspesia and also affording, without additional subsidy, a fortnightly connection with Corner Brook, Nfld. Corner Brook is also connected with Quebec by the steamer Nayarit, which extends her trips once a fortnight along the north shore to Newfoundland, while the steamer North Shore, which is also on the north shore service, running alternately with the Nayarit, calls as far as Bras d'Or Bay.

Again, Bras d'Or Bay here actually refers to Bradore Bay. An exception to this pattern that summer was a special call by the Gaspesia at Clarke City on her June 23 sailing from Montreal to Gaspé and Prince Edward Island. Meanwhile, the Labrador was still in the fleet to back up these ships, but with no suitable accommodation for cruise passengers she was not included in the
main brochure.

**Bras d'Or Bay Navigation's "Sable I"**

A somewhat larger ship than the *Labrador*, the *Sable I*, started trading to the North Shore in the spring of 1926 for the Bras d'Or Bay Navigation Co Ltd, of Quebec. This newly-incorporated firm, with a capital of $149,000, was formed on March 15 by four Fournier brothers to succeed the former Bras d'Or Bay Co. Antoine Fournier of St-Jean-Port-Joli, former master of the *Guide*, as well as being a company director was to command the *Sable I*. With offices at 89 Dalhousie Street in Quebec, the new company's president was Alfred Fournier, vice-president Emile Fournier and secretary-treasurer Charles Fournier, and its shareholders were recorded as Antoine Fournier and two lawyers, Albert Demers and Garon Pratte of Pratte & Coté.

Soon, the Bras d'Or Bay Navigation Co also had an office on Beaver Hall Hill in Montreal, and François Faure, the Belgian managing director of the Anticosti Corporation became president, with Major C G Dunn as managing director. Dunn was later Quebec agent for Inter-Provincial Steamship Lines Ltd of Halifax and eventually president and publisher of the "Quebec Chronicle-Telegraph." Meanwhile, Lloyd's Register gave William Fraser as the ship's manager. The direct link with Anticosti was quite clear, and had been part of the reason for bringing the *Sable I* to Quebec in the first place.

The *Sable I* arrived in Quebec from Halifax on April 28, eighteen days before the *Northland* arrived from Newcastle. The two ships met at Quebec for the first time on May 28, the *Northland*, under Capt William Tremblay, returning from her maiden voyage and the *Sable I*, under Capt Antoine Fournier, from one of her first North Shore and Anticosti voyages. Both sailed for Montreal on May 30, the *Sable I* in the morning and the *Northland* that evening.

Although her main task was to supply Anticosti, the *Sable I* also competed with Clarke to the North Shore. She proved her worth in her first season, running right up until her last arrival back at Quebec on December 26, 1926, three days after the *Gaspesia*. At the end of 1926, the *Sable I* joined Clarke's *Gaspesia*, *Nayarit* and *North Shore* in winter lay-up in the Louise Basin, while the *Northland* would head south for other duties in Florida.

**The Anticosti Shipping Company**

The Anticosti Corporation, a consortium of the Wayagamack Pulp & Paper Co Ltd, the St Maurice Valley Corporation and the Port Alfred Pulp & Paper Co Ltd, paid $6.5 million to buy Anticosti Island from the Meniers in July 1926. While doing so, it formed the Anticosti Shipping Co Ltd at Montreal
to take over the shipping service that had been operated by Menier's Savoy, acquiring the assets of his Compagnie Maritime & Commerciale du Bas St-Laurent Ltée. These included two auxiliary schooners, the 44-ton Cherisy and the 62-ton Jolliet, used locally, and also a replacement for the Savoy that had been ordered by the Meniers at Le Trait in France.

The pride of the Anticosti Shipping Co was the brand-new 1,122-ton Fleurus, completed in April 1926 while the Northland and Sable I were both making their way to Quebec. With dimensions of 190 by 33 feet, the Fleurus could carry 41 first- and 24 second-class passengers. A much smaller ship than Northland, she followed her across the Atlantic that same year, but, like the Clarke ship, she had been designed to take advantage of the potential for tourist and cruise business in the Gulf of St Lawrence.

While the Fleurus was being prepared for her new trade, the Anticosti Corporation was busy renewing the docks, railway and ship loaders at Anticosti in order to commence logging and shipping pulpwood to its parent companies' mills at Port Alfred and Trois Rivières. Donald MacKay summarized the scene in his book "Anticosti: The Untamed Island":

Thus it was, in the autumn of 1926, that Port Menier, which had been dozing along with 400 residents, became a boom town. The village consisted of twenty homes, a Roman Catholic church with presbytery, a thirty-room hotel, a barracks for lumberjacks, a club house, general store, fire and police station, post office, customs shed, hospital, office building and a school with a convent for the Sisters of Charity who taught there. There was a high water tower and down in the bay a mile-long pier. There were a sawmill and a rossing plant to take the bark off pulpwood. There were five old locomotives for the standard gauge railway running the height of land to the head of Bescie River - twenty-two miles of mainline and ten miles of spur line. Half a mile behind the town on the shore of Lake St George was the model farm with one hundred head of cattle. The arrival of 1,000 lumberjacks, with women and children, put tremendous pressure on the place.

The Fleurus usually sailed weekly from Quebec to Port Menier, Anticosti, with cargo, supplies, passengers, mainly loggers, and tourists, of which she would embark as many as forty at Quebec. Her first-class cabins had lower berths only. And when logging commenced on Anticosti, she also occasionally towed booms of pulpwood from the island's coasts to Port Menier for loading onto pulpwood carriers, at least until two tugs purchased in 1928 could take over these duties.

With all the activity at Anticosti in 1926, there was enough to keep both the Fleurus and the Sable I busy, while Clarke's Nayarit also called there between calls at Sept-Iles and Havre-St-Pierre. Even the Northland would make a voyage there that autumn. Some 50,000 tons of cargo was moved to Anticosti in 1926, with the Fleurus and the Sable I sailing from Shed 21 in
Quebec, and the Nayarit from Shed 14, as well as from Montreal. Anticosti had featured in Clarke schedules from the start, and one or another of Clarke's ships would continue to call there until the Second World War. But they often had to lay out at anchor if pulpwood ships were loading.

Although she had an unusual name, there was already another Fleurus under British registry, a 355-ton whaler that operated as a mail boat between the Falkland Islands and South Georgia. As well as sailing to Anticosti, Anticosti's Fleurus, on the other hand, would eventually find winter service operating between New York, Halifax and St John's, meaning that she would be able to operate year-round.

**The "Northland" Sails to Anticosti**

For the Northland's eleventh voyage, scheduled to leave Montreal on October 6, the Anticosti Corporation contracted with Clarke for her to carry 100 men from the Ottawa Valley, along with their horses and equipment, to Anticosti for a winter of harvesting pulpwood. Among her passengers on that voyage, Charlie MacCormick, aged 19, would record his memories of sailing from Montreal to Port Menier in a book called "Anticosti." Instead of at her usual time of 7:30 pm, on this voyage the Northland left Montreal in the morning, and called at Trois Rivières on her way. MacCormick remembered:

> We had embarked in the new Northland, a vessel of the Clarke Steamship Co, at dawn. After casting off our lines from Victoria Pier in Montreal, we followed the islands off Sorel and the captain then set course for Trois Rivières. The rays of the sun shone on a river that shimmered in reflections of silver. I was leaning over the rail, my eyes fixed on the hull cutting through the water and leaving behind a wake that was followed by a few seagulls. I looked from time to time at the other side of the river to see it drawing on the horizon beautiful landscapes of autumnal colours.

> Neither Trois Rivières nor Port Menier were usual ports for the Northland, but she called at Trois Rivières for several hours to load winter hay for the many horses that had been loaded onto her main deck. And when she reached Quebec at 8 am the next morning she sailed past and did not make her usual call. That night, the island-bound woodsmen congregated in her main lounge and, helped along by an accordionist, began a rowdy sing-along that unfortunately irritated some of the other passengers trying to play cards in a corner of the lounge. Partly to escape the noise and the clouds of cigarette smoke, MacCormick stepped out on deck into the cold night to put covers on his group's horses. He then managed to find his way up to the bridge, and was greeted by Capt William Tremblay, who commenced to regale the 19-year-old with stories of his time in command of naval ships during the First World War.
The next morning, MacCormick's curiosity got the better of him once more when he managed to find his way down to the Northland's cargo decks. There he found two "prisoners," natives of a small village in Newfoundland who had gone to Montreal and run out of money. Arrested as vagrants, they had been handed into Capt Tremblay's charge for repatriation to Newfoundland, then a separate country. Not bound or confined in any way, their only condition was that they were not to leave the hold during the voyage back to Corner Brook. As the Northland steamed on, MacCormick continued: -

At the end of the morning we sailed past Rimouski. The river looked to my eyes like a veritable sea beyond which the North Shore had disappeared beyond the horizon. The waves became bigger and the pitching increased. During the evening, several men were sick. The chef explained that their sickness was due to the sea and not to his cooking. They took refuge on deck in order to take in the fresh air, but that remedy didn't seem to work. I found myself lucky not to experience seasickness, and took pleasure in discovering the agreeable sensations whereby a sailor finds himself carried and cradled by the waves.

That evening, at about 11 pm, the Northland anchored off Grande-Vallée, on the Gaspé coast, and the next morning called at Petite-Vallée, followed by Rivière-au-Renard in the afternoon. At each port, fishermen's boats came out from the shore to collect local freight and Capt Tremblay told the young MacCormick about those fishermen's courage, often risking their lives at sea in order to make a living for their families. The Northland finally crossed over to Anticosti, with MacCormick recalling her arrival at his final destination: -

We arrived at Ellis Bay (Port Menier) towards eleven in the evening. We could make out in the distance small lights glimmering in the night, and were impatient to disembark, but the captain dropped anchor. We had to await high tide before entering port. In the early hours of the next morning, our ship pulled alongside Port Menier quay. There was already lots of coming and going, as they were finishing the unloading of a ship that had arrived the previous day. We could hardly see the little village, which seemed very sad in the rain. I was nevertheless happy to put my feet on dry land again. We started to discharge ship immediately. All the equipment was transported to the shore on flatbed wagons pulled by a locomotive.

Once that was done, a superintendent came for the horses, which were fed and then led to an open grassed area, and the men returned to the Northland to complete discharge before she sailed off for her usual ports of call in Gaspé and Newfoundland. In this one voyage, the Northland had brought in 10 per cent of the woodsmen who would work on the island that winter. MacCormick himself would end up staying on Anticosti for fifty years,
first as a labourer and then as game warden and a developer of tourist business, especially salmon fishermen brought in by the Fleurus.

Canada Steamship Lines' "Richelieu"

When the Northland first arrived, the largest of Canada Steamship Lines' river ships was the 5,528-ton Richelieu, introduced in 1923. Harlan & Hollingsworth had built her for the Grand Trunk Railway system in 1913 as the US-flag but Canadian-owned Narragansett. Intended as part of a two-ship Montreal-New York rail/water service via Long Island Sound, that service had fallen into abeyance when Grand Trunk president Charles Hays was lost in the Titanic in 1912. After serving as a US transport in the English Channel during the First World War, the Narragansett had been laid up at New London, Connecticut, until finally being bought by Canada Steamship Lines.

Rebuilt at a cost of $1,250,000 by Davie Shipbuilding, she had been renamed Richelieu and joined the Saguenay in a "De Luxe Through Service" from Montreal to the Saguenay, which terminated at Bagotville instead of the shallower port of Chicoutimi, where the paddle steamers called. The "Financial Post" had said of her on November 14, 1924, after she had been in service for two seasons:

During the past the Canada Steamship Lines have always been the pioneers in placing at the disposal of the public palatial river steamers which have provided passengers with all the comfort and luxury possible to obtain aboard ship. The introduction of the s.s. Richelieu into the service, however, has outclassed any previous effort on the part of the company in this direction. The vessel, which is named after one of the greatest names in French history, is undoubtedly the last word in deluxe construction. Its construction is along lines that make for the comfort of passengers, inasmuch as the amusement and social rooms are entirely separate from the sleeping accommodation, so that those retiring early may get their rest without fear of being disturbed by the joviality of their fellow travellers.

The Richelieu had also performed three notable voyages between 1923 and 1925, taking 500 delegates of the Union of Quebec Municipalities, to Anticosti in 1923, to Gaspé and Percé in 1924 and to Charlottetown in 1925 for their 5th, 6th and 7th Annual Conventions. The voyage to Anticosti, one of her first after conversion, had departed Montreal on June 18 and returned on June 22, 1923; that to Percé had run from June 16 to 21, 1924; and that to Charlottetown from June 22 to 28, 1925. On each voyage she had embarked and disembarked passengers at Montreal, Trois Rivières and Quebec.

Now, at Montreal in 1926, the Richelieu and Saguenay each ran twice a week, departing Victoria Pier on Mondays, Tuesdays, Thursdays and Fridays
during the summer season. This left Wednesday open for the Northland.

**Inter-City Fares**

In addition to its Saguenay sailings, Canada Steamship Lines operated a daily night boat service between Montreal and Quebec. From the start, Clarke also published inter-city fares between those two cities. Typical fares, first offered in the Gaspesia in 1922, were $6 one-way and $11 round trip, including meals and berth, but the Gaspesia had only been able to offer a sailing every two weeks in each direction while the CSL ships sailed daily. Canada Steamship Lines charged $5.65 one-way and $10.15 round trip, but in their case meals and berth were extra.

With the arrival of the Northland in 1926, she, the Gaspesia and the Nayarit could now offer three sailings in each direction every two weeks. Clarke's all-inclusive fares were now $9.50 one-way and $17 round trip, with Canada Steamship Lines at $6.10 one-way or $11 round trip for deck passage.

Not long after the Northland arrived, Canada Steamship Lines placed its 1,064-ton Lake Ontario turbine steamer Turbinia into a new summer daylight service between Montreal and Quebec, sailing from Montreal at 9 am and arriving at Quebec at 6 pm three days a week, and sailing the other way on alternate days. The Turbinia took tourist cars as well, but the service did not last long. Built in 1904, the ship had been chartered to the Canada-Jamaica Steamship Co Ltd in 1905-06 to operate a day service between Santiago de Cuba and Kingston, Jamaica, but had never made a profit. She had crossed the Atlantic to run troops across the English Channel during the First World War, but her owners, having been unable to sell her at the end of the war, had brought her back. The more serious competition would in fact be to the Saguenay, where the great scenic attractions would soon also attract Clarke.

**The Hudson's Bay Company's "Bayrupert"**

In the same year that the Northland and the Fleurus arrived from Europe, and the Sable I from Halifax, another new cargo and passenger ship joined them in the St Lawrence. This was the Hudson’s Bay Co's 4,037-ton northern supply ship Bayrupert. With dimensions of 330 by 50 feet, and cabins for 50 passengers, she had been newly delivered from builders in Ardrossan, Scotland.

On Friday, July 16, 1926, "The Gazette" wrote about her in a story entitled "'Mounties' and Oblate Fathers Sail on s.s. Bayrupert for Northland - Ship's Maiden Voyage," and subtitled "Hudson's Bay Company Vessel Leaves on First Trading Trip": -
Canada added a new page to her history when the s.s. Bayrupert, of the Hudson's Bay Company, cast off from Tarte Pier in the shimmering heat of yesterday afternoon.

The departure was more than just another ship putting to sea. It was the maiden voyage of a vessel flying the house flag of a company whose record is a part of the story of the development of the Canadian northland. The Bayrupert carries men and materials to help the new nation Canada is making in the Arctic. From ports in Hudson's Bay she will bring back furs to be exchanged for more negotiable wealth in the great markets of London.

Scarlet tunic and black soutane were in vivid contrast on the promenade deck. They were worn by young men upholding the tradition of other young men of the Royal Canadian Mounted Police, and the Oblate Fathers, who for many years have kept the peace and spread enlightenment in the Dominion's outposts.

The Mounties include Staff-Sergeant Joyce, an old hand in the ways of the north, and Constables S R Montague and H McMahon, men barely out of their teens. Staff-Sergeant Joyce, who is accompanied by his wife and two children, will go to Chesterfield Inlet with Constable McMahon...

The remainder of twenty-nine passengers include Hudson's Bay employees and churchmen. This ship is commanded by Captain T Smellie, who has been with the company for more than a decade. His last command was the Nascopie.

Capt Smellie's previous ship, the Nascopie, was a 2,475-ton ice-strengthened supply ship that had been built by Swan Hunter in 1911, in the same Neptune yard where Clarke's Northland had just been built. Previous to the Bayrupert, the Nascopie had been the mainstay ship for the Hudson's Bay Co posts in Labrador, Baffin Island, the eastern Arctic and Hudson Bay. The Bayrupert reached Port Burwell on July 26, and would be back on a second trip on September 12.

**The Hudson's Bay Co and Job Brothers & Co Ltd**

The Nascopie had been completed for the Nascopie Steamship Co Ltd, a firm whose shares were held 53 per cent by the Hudson's Bay Co and 47 per cent by Job Brothers & Co of St John's. Designed to take part in both the usual spring seal hunt off Newfoundland, where Job Brothers were active, and to re-supply Hudson's Bay Co posts by summer, the Hudson's Bay Co had in fact taken full control of the ship in 1916.
Her successor’s career was short-lived, however, as little over a year after leaving Montreal on her maiden voyage, the Bayrupert would be lost off the Labrador coast on July 22, 1927, after hitting a submerged reef near Hopedale. Her eighty crew and passengers were rescued by the Newfoundland Railway steamer Kyle, a 1913 product of the Swan Hunter shipyard, which had been transferred to the St John's to Labrador route the year before.

The Hudson's Bay Co was not having a good time of it. It had already lost another relatively new ship when, almost exactly two years earlier, on July 23, 1925, the 1,291-ton Bayeskimo, built in 1922, had been crushed in ice. Instead of the Kyle, it had been the Nascopie that had answered her SOS, steaming into Ungava Bay to rescue the Bayeskimo’s crew. Just a few years later, in 1931, the 1,322-ton Baychimo was lost as well, trapped in an ice field in the western Arctic.

The fact that Swan Hunter had built ice-strengthened ships such as the Nascopie and the Kyle may have had something to do with why they were chosen to build Clarke's Northland a dozen or more years later. The same yard had also built two Canadian survey ships, the 556-ton Cartier and the 846-ton Acadia, in 1910 and 1913.

Meanwhile, Job Brothers acquired two 1918-built "Lake" class cargo ships that the British Government had ordered from US shipyards in the Great Lakes. The first, the 2,018-ton Beothic (ii), ex-Lake Como, was acquired in 1925 and arrived at St John's on January 4, 1926. She replaced Bernier's Arctic in the service of the Canadian Government. In 1927, the year that it lost its Bayrupert, the Hudson’s Bay Co returned to take a majority stake in Job Brothers.

A second "Lake" ship, the 1,914-ton Ungava, ex-Lake Butler, was acquired in 1928. As with the Beothic, the Ungava was strengthened for navigation in ice, and as the Nascopie had done when new, the "Lakers" both carried the "Blue Peter" signal flag, their owners' mark of identification, on their funnels. The Ungava replaced the Hudson's Bay Co's Bayrupert and would serve them until 1932, after which the Nascopie would be brought out of three year's lay-up to replace her. At that time the Hudson’s Bay Co's ship management would also be moved from London to Winnipeg, while it's main cargo warehouse remained in Montreal.

As the Nascopie had done in earlier years, the Beothic and Ungava worked the spring seal hunt in Newfoundland and then sailed north by summer for the Hudson's Bay Co. Job's experience in the Arctic dated back to 1884, when it had chartered the 684-ton Neptune to the Canadian Government for an exploration voyage to Hudson Bay. The 291-ton Diana had followed her in 1897. Ten years before her first Arctic voyage, the then two-year-old Neptune had been reported carrying passengers to Montreal, while twenty years after, in 1904, working for the Canadian Government
again, she met Capt Bernier's CGS *Arctic* at Port Burwell.

Over the years, Job Brothers shipping interests came to include the Avalon Steamship Co Ltd, the Nascopie Steamship Co Ltd, the Neptune Steamship Co Ltd, the Thetis Steamship Co Ltd, the Ungava Steamship Co Ltd, the Montreal-based Job Shipping Corporation Ltd, and later, Blue Peter Steamships Ltd.

**Exploding the Wreck of HMS "Raleigh"**

Back, in the Strait of Belle Isle, although the Admiralty had successfully commissioned Beasley Brothers of Halifax to remove the guns, anchors and associated chain from the wreck of HMS *Raleigh* in 1923, they were now becoming more concerned with her visibility. She remained in full view of all passengers on the Transatlantic liners traversing the strait and her appearance, even without guns, was still that of a warship. In short, she was becoming somewhat of an embarrassment.

In 1926, therefore, the Admiralty decided to reduce the wreck to an unidentifiable hulk, and, after an unsuccessful attempt to get Farquhar & Co of Halifax to bid on the job, decided to do it themselves. On August 23, 1926, HMS *Calcutta* arrived at Forteau Bay to examine the wreck and conduct some preliminary work, including removal of her mast. On September 18, a second cruiser, HMS *Capetown*, arrived to remove her gun shields and the rest of her mast. And on September 23, HMS *Calcutta* returned to carry out the final demolition. Using explosives, she carried out the work over five days, with her captain reporting to the Admiralty that ninety feet of *Raleigh*’s bow and thirty feet of her stern had been blown away, her port side plating blown out and her upperworks shattered. While this work was being carried out, the *Northland* was on her tenth voyage since delivery from Montreal and Quebec to Gaspé and Corner Brook.

This work did not stop the wreck from being recorded in Clarke cruise guides a few years later, saying "we sight the remains of the *Raleigh*, once proud British flagship, which was lost near the entrance to Forteau Bay some years ago." But at least, as far as the Admiralty was concerned, she was no longer recognizable without a guide book.

**The Loss of the "Guide"**

On October 15, 1926, the little *Guide*, which had now been replaced by the *Sable I*, was lost in rough weather off Pointe des Monts, near Godbout, with the loss of eleven lives, four of them passengers, after her cargo had shifted. Acquired from Fournier by Sylvio Guénard's North Shore Navigation Co Ltd, she was under the command of Capt Joseph Caron, who was lost with
his ship. An earlier Caron, Capt A Caron, had also been reported as her master between Capt Bernier and Capt Fournier.

The Canadian Press reported the tragedy of the Guide's loss on October 17 and the story was carried by "The Gazette" the next day, under the heading "Eleven Drown When Steamer Guide Founders": -

The shifting of the coal, coupled with a similar slide of the cargo, due to the heavy seas which she was buffeting, was responsible for the capsizing of the coastal freight and passenger steamer Guide, which sank in the Gulf of St Lawrence, about eight miles off Godbout, on Friday evening. This was the story told by Chief Engineer Guénard of the Guide today.

Eleven persons lost their lives, two of them, ... [the] master of the Guide and J K Laflamme, ex-mayor of Lévis, Que, when the lifeboat to which they were hanging collided with the rescue schooner, a lumber-laden vessel owned by Price Brothers, the shock throwing them into the water.

The sixteen members of the crew and passengers all made their escape from the sinking vessel, hanging onto three lifeboats. They were unable to enter the boats, according to Chief Engineer Guénard, on account of the covers not having been removed. The result was the unfortunate persons were compelled to hang on in the chilling waters, dropping off one by one as they became exhausted. It was the darkness, said Mr Guénard, which prevented the rescue of the whole party...

The Guide was steaming up the St Lawrence through heavy seas when the coal and cargo shifted to one side. Tons of water rushed into the boat and it eventually foundered. The boats were hastily lowered in the darkness, but no time was left to remove the covers...

In this plight, those who were later picked up by the schooner drifted for about an hour and a quarter before the rescue vessel hove into sight. The schooner took the rescued seamen to Godbout, which lies about 200 miles down the Gulf from Quebec City. They could give no coherent recital of the tragedy, all being benumbed and exhausted by exposure...

The Guide left Quebec on September 29 for Baie des Moutons, about 700 miles down the Gulf, and was due back this morning.

The villagers of Godbout provided the survivors with food and shelter until Clarke's North Shore arrived on Saturday, October 16, the day after the loss, and embarked her survivors for Quebec, where they arrived the next day. Members of the North Shore's crew reported that the residents of
Godbout were doing all they could to try to recover bodies but it was feared that they might be washed out into the Gulf.

The Dominion Commissioner for Wrecks found the ship to have been seaworthy but blamed her loss on the faulty distribution of cargo, and the fact that as her coal bunkers had been used, no attempt had been made to compensate with ballast. This in turn had caused her to list first to starboard and then to port after her cargo shifted and the seas to come in over her bulwarks before she sank stern-first.

More Talk of Winter Sailings

The Bras d'Or Bay Navigation Co, with its connections to the new owners of Anticosti, was nothing if not ambitious in its plans for the Gulf of St Lawrence. On December 29, 1926, at the end of its first season, a story filed with "The Gazette" from Quebec outlined hopes for a permanent winter service:

The North Shore settlements, which have been practically isolated in winter up to now, are to be given permanent communication facilities with this port, according to arrangements just completed. Last week, the former sealer Sable I, Capt Ant Fournier, returned to this port from Anticosti Island and North Shore points, while the icebreaker Montcalm is expected to leave within a few days to cover the same route, and it is believed that another Government vessel will sail downstream from Quebec in about a month from now. The Sable I is about to undergo her annual overhauling, and her owners plan to have her sail from Quebec to the North Shore and Anticosti Island on March 1, which would be about six weeks earlier than the usual opening of coastal shipping traffic between Quebec and points below this port.

This report was somewhat optimistic, trying to make what amounted to a late December voyage and an early March one look like a year-round service. But Government ships had not been used in commercial service since the Lady Head, and only in cases of emergency would they take in badly-needed food or relief supplies. The Sable I might have spent many previous winters working in the Gulf of St Lawrence, but the voyages outlined were no more than that, and not a winter service in the real sense.

Nevertheless, the Sable I began to set a number of records for early and late sailings, and there was a mood for such a service. The closed season had been reduced to just over two months and in a couple of years a real winter service would be opened a little further downstream.

The Miami Shipping Boom
While Clarke had been planning the *Northland*, an important passenger shipping boom was taking place at Miami. This, together with the history of Canadian ships escaping winter and going south, led their company to consider their new ships potential for employment in southern waters while the St Lawrence was closed to navigation. Particular regard was given to the use of her open deck spaces.

While Jacksonville, in northern Florida, had been the traditional "Gateway to Florida," with handy rail connections for all points south, the Roaring Twenties had brought significant land and tourist development to Miami. Between the First World War and the early 1920s, the Miami Steamship Company had also operated a number of shallow draft ships between Jacksonville and Miami to connect with larger ships from the north. But direct Miami steamship connections from the north would soon follow.

Work at Miami had actually started in 1904, with the construction of the Government Cut, which was completed in 1905 to join the inland waters of Biscayne Bay with the Atlantic Ocean. More jetties were built between 1908 and 1911, in which year a Board of Pilot Commissioners had been formed but there was still not enough water depth for larger ships. Soon thereafter Miami had floated a bond issue for channel improvements and to build city docks and a turning basin. Pier 2, at the foot of Seventh through Thirteenth Streets, was opened in 1916 and, after a delay caused by the First World War, Pier 1 finally followed in 1923.

Although Henry Flagler had developed hotels at Palm Beach and Miami in the 1890s, it was in his interest that his Florida East Coast Railway continued to handle both the passengers and the freight to and from steamships at Jacksonville. The associated Peninsular & Occidental Steamship Co, also based in Jacksonville, was an extension of that railway, with its shipping links to Cuba and the Bahamas. But Flagler had died in 1913, at the age of 83, and other companies were now making their way south.

Miami had seen only one passenger operator other than P&O, when the Havana-American Line’s 1,619-ton white-hulled *City of Miami*, with 202 passenger berths, operated a seasonal service between Miami and Havana between December 1920 and April 1923. Havana-American had offered "a delightful overnight run of fourteen hours on the new palatial steamship *City of Miami*" with fares of $25 one-way or $40 round trip, meals and berth included. Finding it difficult to compete with P&O, the ship was taken over by the Miami-Havana Navigation Corporation, and eventually returned to Lake Michigan, from whence she had come. On April 7, 1923, she left Miami with passengers on what the "Miami Daily News," in its April 3 issue had called the "first direct passenger run between this city and New York" before returning to the Great Lakes by way of Halifax, Quebec and Montreal.

The first regular Miami passenger service from the north was provided
by the Baltimore & Carolina Steamship Company, whose 3,049-ton *Esther Weems* left Baltimore for the first time on August 4, 1923. The 3,133-ton *Mary Weems* joined her in late 1924 and by 1925 was trading between Miami and Philadelphia. Each ship carried 164 first-class passengers in a year-round Miami service that replaced the freight service that had been started in January 1921. While still working as a freighter and before her passenger accommodation was added, the *Esther Weems* had been reported in the "Miami Daily News" on November 16, 1923:

> The freighter *Esther Weems* of the Baltimore & Carolina Steamship Company's fleet operating between Baltimore, Charleston and Miami, due to arrive here today, will not arrive until tomorrow afternoon, the local officials stated. The *Weems* was held up in Charleston for inspection, which caused the delay of one day. She is bringing a cargo of over 700 tons, according to advices, with several carload lots of such freight as plumbing supplies, canned milk, iron piping, roofing paper and provisions.

Once they were equipped to carry passengers, new fares were set. The one-way fare between Baltimore and Miami was $45, with a sailing every ten days, while Philadelphia was $46.48, with a sailing every eleven days.

Not to be outdone, the Merchants & Miners Line had started its own Miami service, when the 5,486-ton *Berkshire* left Philadelphia with 200 passengers on January 4, 1924, just five months after the *Esther Weems*. The *Berkshires* maiden arrival at Miami was celebrated on January 7 and other company ships soon followed. The Baltimore-based Merchants & Miners Line ran a large fleet of passenger and cargo ships between Boston, Baltimore, Philadelphia, Norfolk, Savannah, Jacksonville and now Miami. Merchants & Miners' Miami service eventually settled on a schedule that saw Miami ships alternating northern turnarounds between Baltimore and Philadelphia.

**Direct New York-Miami Service**

Meanwhile, New York-based Atlantic Gulf & West Indies Steamship Lines (AGWI) controlled several coastal passenger and cargo lines sailing from New York. These included the Clyde Line, serving Charleston and Jacksonville, the Mallory Line serving Key West and Texas, the Ward Line to Havana and Mexico and the New York & Porto Rico Line. In "AGWI Steamship News" for November 1924, the lead article, "Clyde Line inaugurates New Route," opened as follows:

> You've heard of the charms of Miami? We thought so! But do you know that the Clyde Line Service now makes it possible to reach this delightful city direct by water? Do you realize what that means? - and how well cared for you will be on this delightful trip?
At twelve noon on Wednesday, November 19th, the Steamship Apache will carry the first crowd of happy passengers direct to this city where it is always summer; the next week, the Arapahoe makes her initial trip on this route and these two steamers will inaugurate a weekly service thereafter, the schedule calling for a sailing every Wednesday from each end of the line.

The 4,145-ton Apache arrived at Miami on November 24, after calling en route at Charleston. She and the Arapahoe were sister ships in the fleet of coastal liners that the Clyde Line employed between New York, Charleston and Jacksonville. Within a very short time, Clyde Line’s Miami service from New York was increased to twice weekly and other ships were chartered in the winter as necessary.

In a period of less than eighteen months, three lines had opened direct passenger service to Miami from northern ports. These were boom years for southern Florida, and particularly for Miami, and these developments influenced Clarke’s design for its new ship, especially with the verandah café and open air dancing area aft.

The Clyde Line acquired yet another ship that was advertised in a direct New York-Miami service in 1925. This was the 2,963-ton turbo-electric liner Cuba, of the Miami Steamship Company of New York, or Dimon Line. With Miami office at 122 South East First Street, she was scheduled to leave the Causeway Dock for New York every Tuesday at 4 pm. The Miami Steamship Co had chartered the Cuba once before, running her between Jacksonville and Havana in 1920-21, but in 1923 she had gone to Dimon’s New Electra Line for service between San Francisco and Portland, before being laid up in 1924 and returned to New York in January 1925. The Dimon Line, an operator of intercoastal services, had previously been advertising the 1,411-ton City of Seattle on the same West Coast service. Finally, in June 1925, the Clyde Line had purchased the Cuba and renamed her Seneca to run from Miami to Havana every Monday, Wednesday and Friday.

More Liners to Miami

Over the winter of 1925-26, while the Northland was still under construction at Newcastle, Miami had become even busier. The Clyde Line, for one, had decided to charter a West Coast liner, the 5,453-ton one’s othy Alexander, from the Admiral Line to supplement its own ships on the New York-Miami run.

The Admiral Line, meanwhile, decided to enter the New York-Miami trade on its own, with the 25-knot 8,357-ton speed queen H F Alexander departing New York for the first time on October 22, 1925. The Admiral Line flagship was too big to dock at the existing Miami piers, so her passengers
had to be tendered ashore. Nonetheless, she managed to carry 18,000 passengers on thirty-seven round voyages between New York and Miami that winter, leaving New York on May 20 for a special end-of-season voyage to the West Coast. Although the Clyde Line had agreed to charter the *H F Alexander* for the winter of 1926-27, she did not return as by then the Admiral Line felt they might be able to employ her on the West Coast.

From December 10, 1925, through March 1926, the American Line brought in its even larger 12,760-ton *Kroonland*, a former Transatlantic liner that had been operating for the Panama Pacific Line between New York and California, where the Admiral Line had been her agent. The *Kroonland* sailed weekly from New York, with her passengers going through the same Miami terminal as the *H F Alexander*, but she left from New York's Pier 62 while the *H F Alexander* sailed from Pier 86. Both ships also carried cars. The *Kroonland* carried 11,000 passengers over a shorter season than the *H F Alexander* and although it was announced that she would return, she remained laid up in Hoboken, and was sold for scrapping in Genoa, leaving New York on January 29, 1927.

The tender for both these ships was the 1,205-ton sidewheeler *Shinnecock*, which the Clyde Line chartered from the Long Island Railroad for the winter. She was also used for excursions and entertaining, and had been the mainstay of P&O's Miami-Key West run before the railway had arrived a dozen years earlier. Whilst the *Shinnecock* handled the passengers a chartered New York harbour car float handled their cars and whatever bits of cargo could be booked for the big ships' one-day turnarounds off Miami.

Neither the Admiral Line ship nor the *Kroonland* would return to Miami in 1926-27, after the south Florida boom had begun to wain. Instead, three new ships would come onto the scene. One would be a coastal liner newly-delivered to the Clyde Line in 1926. Another would be a Clyde Line charter from Eastern Steamship Lines Inc of Boston. These two effectively took over the New York-Miami trade from the *H F Alexander* and the *Kroonland*. The third was Clarke's new *Northland*, brought south to introduce a new program of weekly cruises from Palm Beach and Miami.

**Winter Cruising from Palm Beach and Miami**

After the *Northland*'s first Gulf of St Lawrence season, Clarke's winter plans went into effect when she sailed for Florida to begin a series of weekly winter cruises from Palm Beach and Miami to Nassau and Havana. The first public intimation of this had appeared in "The Palm Beach Post" for September 15, 1926, which reported: -

Plans for establishing a weekly cruise from Palm Beach to Nassau and Havana during the coming winter season were outlined to the Inlet commission yesterday by Desmond A Clarke, president of the Clarke
Steamship Company, of Quebec, Canada. Mr Clarke told the commission that if he could secure docking facilities here he would start passenger service about Christmas. The inlet commission assured him such facilities would be provided and invited him to establish the service. The ... *Northland* is the steamer which Mr Clarke would put into the Palm Beach-Nassau-Havana service. During the summer time, Mr Clarke's company operates five steamers along the St Lawrence River to Newfoundland. Because of the severe winters, he explained, it is not possible to maintain a service the year round and for that reason desires to establish winter cruises in the waters off the Florida coast. The *Northland* sails under a British flag being owned by a Canadian concern. Mr Clarke yesterday inspected the harbor and facilities.

Not to be left out, Miami was in the running too, and the "Miami Daily News" reported its own version on September 15, two days after the "Palm Beach Post," with the headline "Miami-Havana service is due to open Dec 15 - Another Palatial Ship Which Will Enter Miami Run":

The long desired de luxe passenger cruise between Miami, the Bahamas and Havana will be inaugurated Dec 15 by s.s. *Northland* of the Clarke Steamship Co of Quebec, if docking facilities and available in Miami, according to Desmond A Clarke, president of the company, who announced the proposed service Friday.

Mr Clarke, in conference with Lon Worth Crow, president of the Miami Chamber of Commerce, outlined his plan for a superior service between Palm Beach, Miami, Nassau and Havana maintaining a weekly schedule. Mr Clarke is a guest of the Miami Biltmore hotel at Coral Gables.

Palm Beach, according to Mr Clarke, has assured him of adequate docking facilities. It is expected the Miami Chamber of Commerce will take the matter up immediately and arrange for docking space for the *Northland*.

A de luxe service from Florida to the Bahamas and Cuba has been one of the objectives of the Miami Chamber of Commerce. Mr Crow, after the conference, expressed his approval of Mr Clarke's plan and said that it would be one of the most important winter features.

Emphasizing the luxury of the new *Northland*, the "Miami Daily News" story added a few details that other descriptions of the ship had not included:

Passenger accommodations have been planned on a generous scale, giving ample space for cabins. There are 45 two-berth cabins. Two thirds of the passengers are accommodated in particularly large cabins, none of them less than 108 square feet in area. The *Northland*
has four decks. The upper deck is occupied by first class passengers. At the forward end of the first class quarters is the dining saloon, which has a deck height of eight feet six inches. Accommodations in the dining room and arranged for 82 persons, at tables seating two and four, and a larger table with ten places, for larger parties. Lighting system of the Northland is a special feature. Every cabin has natural light...

The woodwork of the Northland has elicited much favorable comment. The dining saloon is panelled in mahogany and finished in cream enamel. Decorations around the portlights are of arched design. The lounge is panelled in polished mahogany, with a special decorative effect around the windows and raised roof. The smoking room is panelled in carefully selected light oak with wax finish. The main corridors on the upper deck are generally panelled with cream finish, but with skirting, pilasters and cabin doors of polished mahogany...

One of the features on the boat deck is that, due to the specially constructed davits for the eight life boats, the boats can be placed half outboard, providing a promenade space on each side of the boat deck, 125 feet long and 12 feet wide, allowing ample space for deck chairs as well as for promenading.

The big headline of that day, however, running above the Clarke story, was "Miami Warned of Tropical Storm." The major hurricane that followed on September 18 caused havoc in South Florida, particularly in Miami, with 373 dead and 6,381 injured. But Desmond knew that the winter season was far away from the hurricane season that occurred each summer and fall in the Caribbean.

**The Miami-Nassau Route**

Part of Clarke's new service followed the route that had been operated for many years between Miami and Nassau by the Peninsular & Occidental Steamship Co's Miami. The Miami had served this run, with very few absences, from 1898 until her withdrawal at the end of the 1924-25 season. But while the Miami had offered two or three voyages a week, the Northland would offer a weekly cruise that would only call at Nassau once weekly on her way south to Havana.

When P&O decided to retire the Miami in December 1925, after more than a quarter century of service, Munson Steamship Lines Inc of New York, who now had experience of the Nassau hotel and tourist trade, had secured the Bahamian Government subsidy for the Miami-Nassau route, and chartered ships to serve the route.

In 1925-26 Munson brought in the 3,542-ton Muneastern, which had
been built by Harlan & Hollingsworth in 1882 as the iron-hulled Morgan Line cargo ship *Excelsior*. Placed into service between New York and New Orleans, where she had set a record for fastest passage in 1885, she had been refitted in 1900 to carry 100 passengers and cargo between New Orleans and Havana. Munson acquired her from Southern Pacific and placed her under British registry for its new Miami-Nassau service. Although advertisements touted her as the "largest and finest ship ever in the Miami-Nassau service," it had been forty years since she had set her New Orleans speed record and she lasted but the one season before being sold for scrapping. That winter, Munson was also operating its first passenger ship, the 3,440-ton *Munamar* of 1915, and the 4,707-ton *Munorleans*, a sister ship of Canada Steamship Lines' *Manoa*, between Miami and Havana as the southernmost extension of a longer line from Baltimore and Jacksonville, thus giving it three ships serving Miami.

On May 21, 1926, a company called the Nassau Steamship Co Ltd was formed in the Bahamas to operate the 884-ton former P&O vessel *Mascotte*, once a running mate of the Plant Line's *Olivette*, between Miami and Nassau. Director and general manager of the new company was Capt Errol Johnson, owner of the Bahamian auxiliary schooner *Mystery J*, a former rum runner he operated under a mail contract on the same route and could take thirty-six hours to get there. The idea was that the *Mascotte* would replace the *Mystery J* and take at least the summer mail contract in her place.

Service was to be twice weekly in summer and three times weekly in the winter. The forty-one-year-old *Mascotte* would be able to carry 100 first-class passengers, as opposed to the *Mystery J*, whose passengers slept on shelves in her only cabin. In June, it was announced that the *Mascotte* was being refitted in New York but in January 1927, Smith, Parks & Smith, who had been appointed as Miami agents, were still announcing an imminent commencement. Delays were one thing but the disappearance of the *Mystery J*, with her crew and 18 passengers, after leaving Miami for Nassau on January 10, prevented the service from ever starting. While the schooner was eventually found, she was sold in March to new owners in British Honduras.

"The Literary Digest" had mentioned the new Munson Lines service on December 19, 1926, just as the new season commenced: -

Opposite the Florida Coast, and less than two hundred miles distant from it, stretch the seven hundred islands of the Bahama Group. Nassau, on New Providence, is the capital, and tourist headquarters. It is noted for its equable climate (temperature averages 72 degrees December to May), superb bathing beaches, picturesque golf courses, its palm-shaded tennis courts, fishing, and polo. Weekly steamship service from New York is afforded by Munson Line steamers, and between Miami and Nassau by the same line, two to three times each week.
For the 1926-27 winter season, while Clarke was operating its weekly cruises from Palm Beach and Miami to Nassau and Havana, another ship from the Canada-Newfoundland trade was chartered by Munson Lines to replace its Muneastern. The Red Cross Line's Rosalind, from the New York, Halifax and St John's line, was retained for the winter run between Miami and Nassau. Painted in Munson Lines' colours, she left Miami for the first time at 3 pm on December 31, 1926, with 34 passengers, and would have completed five round trips by the time the Northland began her 1927 winter cruise season. On December 11, 1926, the "Miami Daily News" commented: -

s.s. Rosalind will be the largest ship operating a regular schedule between Miami and Nassau this winter. The steamer is 300 feet in length, 4,500 tons, 39 feet, seven inches beam, and has first class accommodations for 115 passengers. The trip between Miami and Nassau will be made in 12 to 14 hours.

The artificially high tonnage given for the Rosalind was displacement, a ploy that American operators frequently used to make their ships seem larger than they actually were. That winter, when the new Clarke ship first called at Miami, the Rosalind was in port, preparing for her next Nassau departure. Indeed, on her first three northbound voyages, the two ships would be in Miami together on Tuesdays, and in February and March, after the Rosalind switched to three trips a week, both ships would leave Miami for Nassau on Wednesdays, something that would occur half a dozen times that winter.

Another Miami-Nassau vessel, the Nassauvian, was owned by W C B Albury. Built in Maryland in 1919, she was salvaged from the Florida keys after being caught in a hurricane in 1921. Carrying up to 50 passengers, she had been the Bahamian Government’s contracted Miami-Nassau summer mail boat since 1923, under Capt Allan Johnson, but was soon to transfer to inter-island service.

The new vessel intended for the Nassau-Miami route was the 134-ton wooden motorship Ena K, now being built by T B Albury at Harbour Island, Bahamas. After entering service in 1927, she remained on the route for many years, carrying mainly cargo but also a few third-class passengers. Saunders & Mader acted as agents for both of these ships at the P&O dock in Miami.

The "New Northland"

A change of name for Clarke's Northland was indicated in a story in the "Miami Daily News" on December 26, 1926, headed "New Steamer to Make Miami Regular Stop - New Northland to Touch here in Circle Cruise This Winter": -
s.s. New Northland, to cruise between Palm Beach, Miami, Nassau and Havana this winter, under the house flag of the Clarke Steamship Co of Quebec, will arrive in Miami, Sunday, Jan 9, and begin service from Palm Beach Wednesday, Jan 12, according to word received from Desmond A Clarke, president.

The New Northland is one of the Clarke fleet operating in the St Lawrence River, and was recently completed under Lloyd's specifications. The ship will fly the British flag.

According to Mr Clarke, who was a recent visitor in Miami, the service will be started at Palm Beach, with sailings every Wednesday, stopping over for a few hours in Miami, a day in Nassau and Friday, Saturday and Sunday in Havana. On the return trip the New Northland will stop over at Miami and proceed to Palm Beach.

The new steamer will proceed from Halifax direct to Havana with a number of passengers and a cargo of 9,000 sacks of potatoes consigned for Havana. It is expected that the ship will reach Havana Jan 5. No freight will be carried on the regular trips.

Plans are being made for a reception and formal inspection of the palatial steamer Sunday, Jan 9, when it arrives from Havana. Mr Clarke recently spent several days in Havana conferring with officials and also British government officials in Nassau, he said, for the reception of the new service.

Inauguration of the Clarke service will add one more ship to Miami's port directory and will give Miami one of the most palatial ships operating in southern waters.

Arrangements were completed by Mr Clarke to have the New Northland docked at the Admiral Line piers, causeway terminals, Miami Beach.

Clarke had decided to take the bold step of renaming its brand-new ship in order to avoid any confusion with Eastern Steamship Lines' 3,282-ton North Land, an older ship that had begun sailing from Florida to Cuba in the winter of 1925, on charter to Peninsular & Occidental. Not only would the Havana calls of Clarke's Northland overlap with those of Eastern's North Land, but they would often be in port at the same time. P&O added to the confusion by ignoring the fact that this ship's name consisted of two words, and advertising her as "Northland ."

Wanting a base in Florida from which to manage its winter cruises, Clarke formed an American subsidiary, Clarke Steamships Inc, with offices at the corner of Olive Avenue and Datura Street in West Palm Beach, the same address as its Palm Beach agent Carr & Carr Inc. Clarke Steamships also
opened in Havana’s Prado, the magnificent tree-lined promenade that runs
down to the Havana waterfront. There, the New Northland would call at the
San Francisco Pier, where the ships of the Pacific Steam Navigation Co Ltd
called. The Ward Line had its own pier, Munson Lines and the Clyde Line
called at the Paula Wharf and the P&O ships at the Old Navy Yard.

The Port of Palm Beach

The Port of Palm Beach was taking part in the Florida boom and Clarke
was participating with it. A brief history published by the Port of Palm Beach
gives us some background: -

Evidence that a real port was taking shape came in December
1925, when the Lake Helen - the first steamer carrying cargo - arrived to establish regular service. Next came the passenger steamer Mary Weems, which made 13 trips to New York between 1926 and 1927 and a Canadian ship, s.s. New Northland, which operated a run to Nassau and Havana. The Florida boom years had arrived!

The 1,998-ton Lake Helen was a Great Lakes-built standard class
cargo ship, which went to Merchants & Miners in 1926 to become their York, while the Mary Weems was the same ship that had sailed into Miami in 1923, and arrived for the first time on January 3, 1927. The Baltimore & Carolina Steamship Co service would not last for much longer, however, as its two passenger ships were sold to the Admiral Line in April 1927 for service between Portland, San Francisco, Los Angeles and San Diego as the Admiral Benson and Admiral Peoples. Its freight service continued however.

Florida Welcomes the "New Northland"

The Northland left Montreal early on November 29, 1926, and after a
stay of twenty-four hours at Quebec, sailed at 5:15 pm on November 30 with
passengers and cargo for Halifax, on her first voyage south. "The Gazette"
summarized the Northland’s first season in the St Lawrence on January 8,
1927, saying: -

Such was her popularity that almost every cabin was taken at the
height of the season. During the winter she is being operated on
 cruising service between Miami and Palm Beach, Florida, Nassau and
Havana, where, it is reported, she is proving very popular. The
company is taking the opportunity of advertising the St Lawrence while
she is making her trips, and the result ought to be an increase in the
number of Americans coming to this country in the summer season.

During the course of her voyage south, barely six months after she
had joined the fleet, the *Northland* was renamed *New Northland*. The choice of name, while apt for the Canadian north, also set a precedent for Florida-based ships. Others would follow in later years with names such as *New Grand Haven* and *New Bahama Star*. Ironically, the old *North Land*, the reason for her change of name, had also begun sailing to Canada in 1925, when she had moved from her normal Portland trade to the Boston and Yarmouth route for two years to carry the growing Nova Scotia tourist business while a new ship was being built for that route.

The mid-1920s were boom times and Palm Beach's famous Breakers Hotel, a society gathering place, opened on December 29, 1926, less than two weeks before the *New Northland*'s arrival. The 450-room Breakers replaced the original Breakers Hotel that had been opened by Flagler in 1901 and burnt down in 1925. In Miami, the renowned Biltmore Hotel, complete with its 18-hole golf course, had opened its doors in Coral Gables on January 15, 1926, and would be followed by the Coconut Grove Playhouse on January 3, 1927.

The *New Northland*'s Florida début was announced in the "Palm Beach Times" on January 2, 1927, under the heading "Clarke Liner Will Get Big Welcome Here":

Plans for welcoming the *New Northland*, Clarke Liner, on its first arrival in Palm Beach port Monday, January 10, are well under way, according to O B Carr, local agent of the Clarke Steamships Inc.

A tea dansant aboard the palatial cruiser from 2:30 to 5:30 pm. will feature the celebrations commemorating the first arrival of the vessel. D A Clarke, president of the line, and officials of the company will act as hosts to a number of specially invited guests.

The *New Northland*, of British make and registry, will fly the flag of that country on its regular cruises between Palm Beach and Havana.

The ship, more than 300 feet in length and having a cabin capacity of more than 200 passengers, is built along the lines of the larger Transatlantic liners...

High tide, early January 12, will be the first sailing hour from Palm Beach port. All passengers will be required to be aboard the night before.

Miami is the first stop on the route of the *New Northland*. It will remain in port there for a few hours and then weigh anchor for Nassau where it will spend a day. Thence to Havana Friday January 14, for a stopover.

On the return trip the boat will stop over at Miami and then proceed to
Indeed, when the New Northland arrived in Miami from Havana, she would also bring with her a few passengers. Meanwhile, Miami was in anticipation of the new ship and the "Miami Daily News" carried a few more details on January 4: -

Mr & Mrs Desmond A Clarke of Quebec will receive at a tea Sunday afternoon from 2:30 to 5:30 on the s.s. New Northland at the Fisher docks, Miami. Mr Clarke is president of the Clarke Steamship Co Ltd of Canada and the Clarke Steamships Inc of Florida.

The event will be in the nature of an international affair, representatives of at least three nations being among the invited guests. About 500 invitations have been issued by Mr & Mrs Clarke for the reception...

The tea will be the second social affair of its kind held on board the new steamship. On the first occasion, Mr & Mrs Clarke were hosts to Canadian officials and to the official families of the various Canadian provinces.

Mr & Mrs Clarke are expecting to occupy a home on Miami Beach where they will do considerable entertaining during the remainder of the winter season. Mrs Clarke has just arrived here on the New Northland from Havana with their three children. The tea is planned to be an annual affair prior to the inauguration of the New Northland's tour which includes Palm Beach, Miami, Nassau and Havana.

As tea was being served on the New Northland that Sunday, the Merchants & Miners Line's 5,649-ton Dorchester arrived with 134 passengers from Philadelphia. The Clyde Line's 5,945-ton Algonquin had already arrived on Saturday with 350 passengers from New York, and left early on Sunday. Like the New Northland, both the Algonquin and the Dorchester had been built in 1926, a sign of the booming economy of the 1920s.

Boom times were reflected by the fact that on Saturday, January 8, the day before the New Northland arrived in Miami, 5,000 Miamians had celebrated the Seaboard Air Line Railway's extension from West Palm Beach with the arrival of the first "Orange Blossom Special."

That Monday, January 10, the "Miami Daily News" reported on Sunday's events on the New Northland under the heading "De Luxe Liner Is Inspected By Miamians": -

Several thousand Miamians were entertained on the s.s. New Northland Sunday afternoon as guests of Desmond A Clarke, president of the Clarke Steamship Co. The occasion was the first entry of the de
luxe cruise ship into Miami harbor, preparatory to the inauguration of a triangle service touching at Palm Beach, Miami, Nassau and Havana.

The *New Northland* left early Monday morning for Palm Beach, where a reception was scheduled for the afternoon. Passengers will come aboard Tuesday night and the ship will start its first cruise at daybreak Wednesday, docking at Miami Beach terminals the same day. After four hours here the steamer will sail for Nassau and thence to Havana and return.

Bringing 25 passengers from Havana, the *New Northland* entered Government Cut Sunday about 10:30 am, with flags flying. The boat was thrown open to the public in the afternoon and thousands took advantage of the opportunity to inspect the craft, which probably is the most luxuriously appointed ship ever to dock here. Built last February in England by the same shipbuilding company that turned out the *Mauretania*, the *New Northland* has seen service in Canadian waters. It left Halifax December 26 and docked in Havana seven days later.

The Sunday reception was the occasion of many congratulations for Mr Clarke, as it also marked his 35th birthday. He received a telegram from the Canadian prime minister congratulating him on his birthday and also on the inauguration of the steamship service. Refreshments were served to guests and dancing was enjoyed on the spacious after deck. Two orchestras furnished music.

Cunard Line's four-funnelled 31,938-ton record-breaking North Atlantic liner *Mauretania* had been launched at the same Swan Hunter shipyard twenty years before the *New Northland*. The Canadian prime minister at the time was William Lyon Mackenzie King. Meanwhile, that was the same Monday that the little mail packet *Mystery J* sailed on her way to Nassau, causing much concern a few days later when for some time she went missing without trace.

Now, after the *New Northland* left Palm Beach on each trip, Miami would benefit from a call in each direction at the Admiral Line piers. This double call was an unusual arrangement that has not since been repeated, at least in Florida. Clarke also offered one-way fares for inter-port passengers wanting to travel from Nassau to Havana or from Havana to Miami or Palm Beach. Meanwhile, in order to generate more public enthusiasm for the new cruise service, a $5,000 model of the *New Northland* was put on display in a main window of Burdine's department store in downtown Miami.

**The Clarkes at Palm Beach**

Desmond Clarke and his wife Aline, née Paradis, a native of Quebec City, made the maiden West Indies cruise in the *New Northland*, leaving Palm
Beach at midnight on January 11, arriving in Miami on Wednesday morning to board more passengers and then sailing at about 4:30 pm. On board were Commodore D H Conklin and several members of the Palm Beach Yacht Club, R A Benoit, secretary to the prime minister of Quebec, Hon Robert Curry of Nassau agents R H Curry & Co, who had been educated in Canada, and Alines sister, Louisette Paradis, among others.

After the receptions in Florida, the *New Northland* went on to entertain more government officials and the travel trade in Havana on January 15, with the "Miami Daily News" reporting on Tuesday, January 18: -

Despite unfavourable weather, Cuban and foreign colony society attended the thé dansant on board the Clarke liner *New Northland* Saturday night, approximately 1,000 guests partaking of the hospitality of Desmond Clarke, who was assisted in the reception line by Commodore Conklin of the Palm Beach Yacht Club and Mesdames Clarke and Conklin... A champagne lunch was served.

Coming in the midst of Prohibition in the United States, this champagne lunch must have been rather interesting for some of the newspaper's readers and might have generated some interest in the cruise for that reason. Meanwhile, rather than Miami Beach, as some may have thought, the Clarkes settled on Palm Beach for the purpose of entertaining the winter social crowd and promoting the new Canadian-owned cruise ship, even putting their children into a local school. Desmond also joined the Sea Spray Beach Club, which allowed family membership and had playgrounds for children.

Meanwhile, Clarke's advertisements for what they called their "Triangle Cruises" to Nassau and Havana stressed that the "s.s. *New Northland* is your hotel," adding that there were "no rooms to buy ashore." The "Palm Beach Times" carried the following, tagged "Six Days of Glorious Living," on January 23: -

Nassau-Miami-Nassau-Palm Beach. Visit the quaint, gay, vivid, happy Europe of America - one day at Nassau, three in Havana where every hour is full of color and song found nowhere else on earth - every scene sparkles with interest long remembered. Luxurious s.s. *New Northland* Is Your Hotel. No rooms to buy ashore - no baggage to worry through customs once aboard. $90 and up for this six-day de luxe cruise on the finest ship in the Tropics. British registry. Make your reservations with Palm Beach agents Carr & Carr Inc, Olive at Datura Street.

The very next day, January 24, the "Miami Daily News" carried another advertisement with the following enticements: -

Third Cruise Havana-Nassau from Miami and Palm Beach Sailing
Wednesday, January 26. s.s. New Northland (British Registry). This palatial ship is your hotel for six days, Full day in Nassau - three in Havana. No baggage transfers. All outside cabins, many with twin beds, private baths. $90 and up. Local tickets between any ports. Miami Travel Bureau, General Agents. Clarke Steamships Inc.

The concentration on Havana, with three days, reflected the huge draw that city had in the 1920s, with the call at Nassau adding to the overall experience and giving a break in the southbound voyage, which was made against the current of the Gulf Stream. The New Northland sailed weekly, departing from Palm Beach and Miami on Wednesdays. This was quite different from today's almost universal Saturday and Sunday departures, but it allowed the ship to spend the weekend in Havana, with a return to Miami and Palm Beach the following Tuesday. It also happened to follow the New Northland's usual Wednesday sailing days from Montreal, giving people time to travel to the embarkation port in the days before air travel.

In Miami, Clarke Steamships was represented by the Miami Travel Bureau at 158 South East First Street, and by the Consolidated Steamship Agency in Miami Beach. A few weeks later, on February 27, the "Miami Daily News" carried a story under the heading "Cruise Stay Until April 1," announcing an extension of the cruise season:

Because of the popularity of the triangle cruises of the s.s. New Northland of the Clarke Steamship Co between Miami, Havana, Nassau and Palm Beach, its schedule has been extended to April 1, according to S E Wharton of the Miami Travel Bureau.

Although the establishment of the route was a distinct experiment, Mr Wharton said, the passenger lists of the last three weeks have shown conclusively there is a place for such a service in Miami's winter life.

"Some conception of the popularity of the trip may be gained by the fact that the next two trips of the New Northland are booked solidly," Mr Wharton said.

Meanwhile, the morning of Wednesday March 9 turned out to be rather a busy day for the rising Port of Miami. As well as the New Northland arriving from Palm Beach, the Clyde Line's Seneca came in from Havana, Merchants & Miners' Dorchester from Philadelphia and Munson Lines' chartered Rosalind from Nassau. That afternoon, the New Northland departed for Nassau and Havana in company with the Rosalind, also sailing for Nassau, and two Clyde Line ships, the Seneca, bound for Havana, and the Algonquin, for New York.

On March 20, 1927, there was a scare in Havana when a fire was discovered on board the New Northland and about eighty passengers, most of them American women, evacuated ship. The blaze had followed on the explosion of a small auxiliary gas tank and was soon extinguished, and the
passengers returned to their cabins.

A week later, on March 27, The "New York Times" social report from Palm Beach indicated that cruising was catching on, with one group leaving and another returning: -

A number of the colony are taking advantage of the lull in social activities to cruise to Nassau and Cuba, the week-long trip being especially popular. Mr & Mrs Philip Corbin and Mr & Mrs John Emerson are among those who sailed last Wednesday...

Commodore & Mrs Vincent B Ward and a large party of their friends recently returned from a week's cruise on the New Northland.

The Emersons and Corbins, who cruised on the New Northland, were members with the Clarkes of the Sea Spray Beach Club, while the Wards had taken up almost half the cabins on the New Northland's second cruise on January 17.

Meanwhile, on March 30, Desmond Clarke boarded the New Northland once more, with a view to completing plans for the 1927-28 season, and the "Miami Daily News" reported on this the next day under the heading "New Northland Sails With 104": -

Plans will be completed for next winter's cruises by Desmond Clarke, president of the Clarke Steamship line, who left Wednesday afternoon aboard the s.s. New Northland for Nassau and Havana to confer with government officials. Mr Clarke met with city and Chamber of Commerce officials to make arrangements for a special cruise next month. Complete arrangements will be made late this week, he said.

The New Northland left Wednesday on the 13th triangle cruise of the winter, with 104 passengers. Notable among the group were Senor and Senora Eduardo Rendon, Mexican minister to Cuba. Mr and Mrs Frank McCaughey were in a group of six from Montreal. Mr McCaughey is president of the Sun Life Insurance Co of Canada...

The New Northland will return next Tuesday from the six-day cruise to Nassau and Havana, proceeding to Palm Beach and then leaving on the last round trip cruise on April 6.

By bringing the New Northland to Florida, Clarke had not only taken advantage of an opportunity to increase its earnings on the new ship by finding her winter employment, but it had also became a pioneer in the development of cruising from Florida. There had been efforts, mostly short-lived, at offering cruises from Florida in the past, including those of the first Evangeline from Key West and Jacksonville, but this was the first serious effort from Miami and Palm Beach.
It was also the middle of the Prohibition era in the United States, and if Americans could not buy a drink in the resort hotels of Florida or on US-flag ships, then they could do so on board the *New Northland*. As Prohibition would not be over until 1933 this was a great advantage in developing this new business.

Meanwhile, the Florida East Coast Railway, which now had a second track, had been confronted with more competition in the arrival of the Seaboard Air Line Railway, something that could only work to Clarke's advantage however. Unfortunately, though, the major hurricane of 1926 had helped put an end to the Florida land boom, which in turn caused financial problems for the railways. While regular steamship service to Miami was now an established fact, developing the cruise concept had only been tried a couple of times before.

**The "New Northland's" Predecessors in the South**

The *New Northland* was by no means the first Canadian ship to operate from Palm Beach or Miami during the winter season. Canadian and New England ships had often taken part in winter services from Florida in order to earn extra revenue during the cold and inhospitable northern winters. And even before that, a number of Canadian ships had been sold south to work as blockade runners during the Civil War.

As we have seen, thirty years before the arrival of the *New Northland*, Henry Flagler had chartered two Canadian ships in a row to start his service between Florida and Nassau. The first, the *Northumberland*, had run between Palm Beach and Nassau in 1896. Built by Wigham Richardson Ltd before it merged with Swan Hunter, she came from the same Neptune shipyard that had later built Clarke's *Northland*, and indeed was still afloat, but now operating across Lake Ontario from Toronto.

Dominion Atlantic's *Prince Edward*, *Prince Arthur* and *Prince George* had also seen southern service between 1901 and 1909. It was the descriptions, first of the *Prince Arthur* when she ran between New Orleans and Havana in 1906, and then of the *Evangeline*, with her Florida cruises in 1913 and 1914, that had set the theme that the *New Northland* now followed - of a British-built ship designed along Transatlantic lines and carrying about 200 passengers. These ideas were not new when Clarke adopted them and in fact the *Northland* was still registered in Newcastle in her early years. Although the *Evangeline* had now departed the scene, the *Prince Arthur* was still in service, nearing the end of her career on the Boston and Yarmouth run for Eastern Steamship Lines, where she now ran with the *North Land*.

But although the idea of southern trading in the winter months was not new, Clarke's 1926-27 season was the first time a Canadian owner had
operated a service for its own account, as opposed to chartering ships to American operators.

Another Canadian ship that had sailed south more recently, however, had ended up a total failure. The 411-ton ram-bowed CGS *Canada*, built in 1904 for the Canadian Fisheries Protection Service, had been Canada's first naval training ship. After war service with the Royal Canadian Navy, she was returned to Fisheries in 1919 and sold to Florida businessman Barron Collier in August 1924. Collier, who owned a good part of southwest Florida, not to mention a 276-ton yacht called the *Florida*, had the *Canada* painted white and adapted for passenger service. Renamed *Queen of Nassau* (i), his Florida Inter-Island Steamship Co placed her in service from Miami to Nassau. His Miami agents, Saunders & Mader, had their offices at P&O's Terminal Dock.

The *Queen of Nassau* left Nassau every Monday and Thursday at 8 am and sailed from the P&O dock in Miami on Tuesday and Friday at the same time. A typical advertisement in the "Miami Daily News," on January 11, 1925, said: -

The s.s. *Queen of Nassau* goes over the smooth water of the famous Bahama Banks by daylight - for eighty miles the bottom of the ocean can be seen. One of the most wonderful water trips in the world. Eliminates night travel. First class passengers only. No second class. No freight.

Florida Inter-Island explained that "heretofore the banks have been accessible only to private craft, because the regular steamers to and from Nassau have been of such a draft that they had to traverse a longer route." However, the lack of overnight accommodation for such a long voyage, combined with competition from P&O's *Miami*, meant that by March the *Queen of Nassau* was laid up in Biscayne Bay.

After swinging at anchor for eighteen months, the *Queen of Nassau* finally left Miami on June 30, 1926, on her way to Tampa for sale to Mexican buyers, but sank in the keys about fifty miles south of Miami on July 2 after an explosion, while her crew escaped. Small as she was at 230 by 25 feet, she had been no stranger to southern waters, having made several winter training voyages to the West Indies as the *Canada*. Her wreck is now a dive site in 220 feet of water off Islamorada, Florida.

**Other Miami ships 1926-27**

The 1926-27 season was Clarke's first from Miami, and with the Clyde Line and Merchants & Miners Line both now offering frequent Miami service, plus the *Rosalind* on the overnight run to Nassau, there were plenty of passenger ships to be seen. But only the *New Northland* offered true cruises. The others were coastal liners operating scheduled services. Not being US-
flag ships, neither the *New Northland* nor the *Rosalind* could serve the American coastal trade, but the *New Northland* would play an important role in developing cruises from Florida to the islands offshore.

The second new Miami ship that winter, not including the *Rosalind*, was the 5,184-ton *George Washington*, a relatively new coastal liner that the Clyde Line had chartered from Eastern Steamship Lines. Employed instead of the *H F Alexander*, she and her sister ship *Robert E Lee* were delivered in 1924-25 for Eastern's Old Dominion Line route between New York and Norfolk. The Clyde Line's first charter of the *George Washington* had actually taken place in December 1924, when she entered winter service between New York and Jacksonville, but now she sailed all the way south to Miami.

The Clyde Line had initiated its own six-ship fleet renewal program but while the new ships were being built it chartered vessels each winter from Eastern Steamship Lines. Eastern was also adding to its fleet and there were even some reports that the Clyde Line and Eastern Steamships might build vessels together to operate in one another's seasonal trades. This did not happen, but the two companies did develop a close relationship, whereby they chartered ships to and from one another on a seasonal basis for many years to come.

**The "New Northland" Returns to the St Lawrence**

On April 5, 1927, towards the end of her first Florida season, the "Miami Daily News" reported a change in her final cruise of the season, "*New Northland* Plans Changed: Ship to Stop at Miami in Between Nassau and Havana Runs":

A change in the schedule of the s.s. *New Northland* to include a special weekend trip to Havana for the final cruise of the season was announced by D A Clarke, president of the Clarke Steamship Line Inc, Tuesday on his return from Havana aboard the boat.

Instead of making the regular triangle cruise from Miami to Nassau, Havana and return, the boat will leave Wednesday for Nassau, returning to Miami Friday morning and departing again for Havana the same noon, where the boat will remain until Monday afternoon, returning here Tuesday morning, in accordance with the usual schedule.

While in Cuba and the Bahamas on the last cruise, Mr Clarke conferred with British and Cuban government officials in regard to plans for next year's cruises, which will probably begin in December.

With the two shorter season-end trips, the *New Northland* had performed a total of fifteen cruises that winter. Meanwhile, although
Desmond had mentioned tentative plans for the New Northland to return north by way of Bermuda, a more direct return for her second summer season was reported by the "Miami Daily News" on April 11, 1927:

Announcement that the Clarke liner New Northland will leave Miami harbor at 4 pm Tuesday instead of Wednesday, as previously scheduled, was made Monday by Desmond A Clarke, president of Clarke Steamships Inc. On leaving Miami, the steamer will proceed to Montreal, stopping at Halifax, April 18, and Quebec, April 24, to unload freight cargoes. It will arrive in Montreal April 25. Mr Clarke declared that because of early navigation on the St Lawrence this year, the New Northland will be able to begin its summer cruises earlier this year, and will not stop at New York on its trip north.

What the freight might have been is not reported, but most of the American coastal liners busied themselves with cargoes of Florida fruit on their northbound voyages. From what Capt Tremblay reported on his passage through the Gulf of St Lawrence, Saint John appears to have been substituted for Halifax and she was slightly later than originally announced. This was at a time when heavy ice is often encountered, and less than a year after her difficult delivery voyage from England:

I left Saint John, NB, about the 18th of April with the s.s. New Northland, bound for the ports of Quebec and Montreal. We passed 10 miles off Halifax lightship, and 45 miles off Cape Breton, proceeding on the same course for about 65 miles, and changed our course to pass about 10 miles off Cape Ray; then to about 15 miles off South Point, Anticosti, then to about 10 miles off Fame Point. During that distance, we did not see any ice, and during that time I had reports from the patrol icebreaker that the ice was very heavy around St. Pauls Island, Cape North and Scatari Island.

By the time the New Northland reached the river on April 27, the Gaspesia, North Shore and Labrador had all left winter lay-up at Quebec and were in service. The Gaspesia, the early bird, had been busy for more than a month, coming out on March 24 and sailing for the North Shore the same day, while Bras d'Or Bay Navigation's Sable I had followed three days later. On April 11, a week before the New Northland departed Saint John, the Gaspesia had left Quebec upbound for her first load from Montreal, arriving back at Quebec on April 15 en route to the Gulf of St Lawrence.

A month earlier, on March 15, while the New Northland was still cruising in the south, "The Gazette" had announced another development in the St Lawrence trades, under the heading "Anticosti Traffic":

The Anticosti Corporation announced the appointment of Guy Tombs Limited as traffic managers effective at once. The Anticosti Corporation owns the Anticosti Shipping Company, Limited, operating the s.s.
Fleurus between Quebec and Anticosti, and controls the Bras d'Or Bay Navigation Company, Limited, operating the s.s. Sable I between Montreal, Anticosti and North Shore points. These steamers handle both freight and passengers and a regular service will commence as soon as navigation conditions permit.

Meanwhile, the Nayarit did not break out until May 1, three days after the New Northland had left for Montreal with passengers and cargo. The Nayarit then departed Quebec in ballast for a May 2 sailing from Montreal and Quebec to the North Shore. The New Northland then left Montreal on May 11 for Quebec and Gaspé, and the two ships resumed the alternating pattern of service to Corner Brook that had been established the previous year.

"New Northland's" Mini-Cruises

In 1927, Clarke found that by tightening up the New Northland's schedule it would be possible to introduce a 4-night summer weekend cruise from Montreal to Ste-Anne-des-Monts, on the Gaspé coast, calling at Quebec and Murray Bay and passing the mouth of the Saguenay River. These cruises, to be made between regular sailings to Gaspé and Corner Brook, was described as a "Combined North & South Shores Cruise, passing the Saguenay River" that gave "a few hours daylight sail on an interesting part of the river, west of Quebec."

Every second Friday in summer, the New Northland would now sail from Montreals Victoria Pier, within an hour of Canada Steamship Lines' Saguenay departure. In 1927, the New Northland's competition was the brand-new 6,328-ton St Lawrence, of which more shortly. New Northland passengers could watch the new Canada Steamship Lines vessel cast off and steam past just after 6:35 pm, after the arrival of the "Rapids" steamer from Prescott and before the New Northland's own departure at 7:30. Both new ships brought big improvements to the St Lawrence River tourist trade.

By the time the New Northland reached Quebec the following morning, the St Lawrence would have already left for the Saguenay. The New Northland, on the other hand, spent a leisurely three hours at Quebec, from 8 to 11 am on Saturday, before casting off for Murray Bay, which she visited from 6 pm until 11. A fourteen-hour overnight passage would then bring her to Ste-Anne-des-Monts by 1 pm on Sunday.

After spending two hours at Ste-Anne-des-Monts, an important centre on the Gaspé coast, she turned and made her way back upstream, stopping at Murray Bay and Quebec before returning to Montreal at 7 am on Tuesday. Henry Beston, who travelled in Clarke ships, described these morning arrivals in his book "The St Lawrence": -
It is the light of earliest morning, the sun being scarce an hour high, and the ships which have been moving up the river in the night are entering the port of Montreal. One by one they come, neat freighters of the new dispensation, very trim of paint and bright work in the freshened light and air, each with its national flag flying at the stern. Pointed like figures against them, the red spar buoys of the channel slant with the current to the east, bobbing and dipping and rolling about in the great seaward rush of the navigable stream.

Through such a scene, the New Northland returned to Montreal after an overnight passage from Quebec, taking her berth above the current at Victoria Pier. After breakfast, her weekend passengers would disembark, and while they made their way home she would unload whatever inbound cargo she had and then begin loading and cleaning in preparation for her next voyage.

Clarke Services in 1927

The 1927 summer cruise season thus saw the New Northland alternating longer cruises to Newfoundland with mini-cruises from Montreal down the St Lawrence, the Nayarit sailing via the North Shore to Newfoundland and the Gaspesia running every fortnight in service to points on the South Shore. The North Shore, meanwhile, now ran all the way to the Strait of Belle Isle at Blanc-Sablon, just beyond Bradore Bay. That spring was a mild one and the season got off to an early start, as "The Gazette" recorded on April 12, in "Early Sailing for Gaspé": -

The s.s. Gaspesia of the Clarke Steamship Company Limited will sail from Montreal the middle of this week for the Gaspé Coast and Chaleur Bay, thereby establishing an early season record. The vessel has just returned from a special trip along the north shore of the St Lawrence, also undertaken at an unusually early date.

Ordinarily, the Gaspesia leaves on its first trip to the Gaspé Coast some time between April 29 and May 3. It is more than two weeks ahead of its schedule this season. Both passengers and freight are being taken on in Montreal, and the vessel will visit almost all its summer ports of call, continuing around the Gaspé Peninsula as far as Paspébiac on Chaleur Bay.

Meanwhile, for American passengers, in case they didn't pick it up at first glance, the Clarke brochure included a note that "the s.s. New Northland and the s.s. Nayarit of the Clarke Steamship Co Limited carry a beer and wine license." The same brochure added: -

If you want a holiday with dancing and music, a certain amount of more formal gaiety, all the luxuries of shipboard travel, choose the
New Northland. If you want an informal, lazy, delightful cruise on an unpretentious but comfortable vessel, stopping at numerous tiny settlements, seeing life on a less grand scale, take one of the other Clarke steamers. They are the only ones plying these routes.

Even as Canada Steamship Lines built new ships for its St Lawrence and Saguenay River routes, the Clarke cruise ships were becoming a very attractive feature of life in the Gulf of St Lawrence. Fares for the 9-day cruise in the New Northland began at $115 while a 12-day round voyage in the Nayarit could be had from $95, a level that reflected the far superior accommodations offered in the New Northland.

A typical story in the "Ottawa Citizen" of August 19, 1927, written by an unnamed journalist who had been on one of the New Northland's weekend cruises, laid out Clarke's summer cruise offerings to the Gulf of St Lawrence:

Wilderness rims it round a thousand miles. And the best way you can enter it is by ship. Three paths are laid across it and into it by the Clarke Steamship Co's Gulf of St Lawrence cruises.

In beautiful, modern vacation ships you can leave Montreal and sail on the New Northland to Quebec and on past that ancient citadel to Gaspé and forward over the salt sea to Newfoundland.

Or in the Gaspesia, sailing from Montreal, you can cruise amidst the grandeurs of Gaspé southward to the Baie-des-Chaleurs.

And lastly, from Montreal, in the Nayarit, or from Quebec in the North Shore, you may set forth along the mystery and majesty of the North Shore, where great rivers tumble to the sea, the salmon leap, and the uncharted wilderness of the Labrador comes dark and immeasurably thrilling, down to your feet.

To those who dwell in cities, the sea is the ultimate and unfailing restorer. Yet most sea voyages are tedious and sometimes devastating adventures, with their endless days on changeless green water. All the tonic virtues of the sea are in the Gulf of St Lawrence, freshened and vitalized by the surrounding wilderness. Yet never a moment of tedium is permitted by those things which march past, the mountains, the cliffs, the rivers. Some of the vitality which springs everlastingly from the unclaimed wilderness around seems to invade the ships which cruise amidst it. No moments lag.

The New Northland's luxurious public rooms are filled with activity; her splendid promenade deck seems peopled with adventurers; her verandah café, her dancing deck, are the centers of gay recreation. And her spacious cabins, when night falls, are filled with slumber of the
kind only the north may know.

That summer, an interesting event occurred when the New Northland sailed on August 17. For the first time, she carried more American passengers than Canadian, and according to "The Gazette" the next day: -

Boston, Cleveland, Philadelphia, Pittsburgh, Detroit, Rochester, Utica, Brooklyn, St Louis, Albany and Cincinnati were among the United States points noted on the passenger list. Montreal, Quebec, Toronto, Ottawa and Hamilton were the chief Canadian cities. Montreal had the largest single representation, but for the first time since the New Northland was built for the Lower St Lawrence and Gulf cruises, American bookings outnumbered Canadian.

This trend would continue and while in 1927 Clarke's main passenger offices were still located in Montreal and Quebec, by 1929 it would have an office in New York and later one in Chicago as well.

At the end of the 1927 summer season, on August 31, the New Northland offered a special fishing cruise "taking in the famous 'second run' of salmon on the Humber and the excellent trout fishing of the West Coast." The 10-day basic cruise included 3 days' fishing at the Log Cabin Hotel at Spruce Brook and seven days travel on the New Northland, from $140, inclusive of sport and board afloat and ashore. A second option was a 17-day cruise that included nine days fishing and eight days complete tour of the Gulf of St Lawrence, from $165.

University Students to the North Shore

The North Shore played a special role in 1927 when she embarked two students each from McGill University in Montreal and Bishops University in Lennoxville, Quebec, for a new privately-funded educational and welfare program. The four had volunteered for a two-month stint as teachers in the Canadian Labrador, as the Lower North Shore was then known, in sparsely settled districts that were not included in the government system. Conditions were quite primitive and in a review of the project on February 13, 1928, "The Gazette" gave a few details of life on the coast: -

All along the coast from Harrington to Old Fort there is a regular network of islands. During the summer the people move from their regular quarters on the mainland out to the islands to be near the fishing grounds. During the fishing season everyone who can has to work; when the boats come in from the traps they are unloaded at the stages by the boys with pitch-forks, and in the sheds the women attired in black oilskin trousers and coats, and all the children old enough to work, prepare the fish for salting and drying. Most of the people along the coast are descendants of Channel Islanders, good
looking and of fine physique.

Fishing, sealing and lobster canning are the chief summer occupations, hauling wood and trapping the winter ones. The trapping inland is very good, and there are plenty of black, silver, cross, red and white fox, marten, beaver and even the rare black muskrat.

Private sponsorship was found for the four students and their supplies, and a small honorarium also paid. Clarke, for its part, offered them free transport, accommodation and meals in getting to and from their destinations. Joining the North Shore at Quebec on June 22, the four students were to establish four new schools that summer, one each at Harrington Harbour, Mutton Bay, Shekatika and Old Fort, settlements that had only seen the first regular steamship service when Clarke arrived a few years before. The program was successful enough that it was also carried on in subsequent years.

Canada Steamship Lines Rebuilds

Not long after the arrival of Clarke's Northland, in June 1926, Canada Steamship Lines had laid the keel for a new ship for its Saguenay fleet. While work was proceeding on this ship, a need for a further ship had been created when the company's Montreal-Quebec night boat Montreal burned near Sorel on November 18, 1926. By January 1927, the trade press was reporting:

It is reported that Canada Steamship Lines Ltd are contemplating the construction of a steamship to replace the Montreal, recently destroyed by fire. The new vessel, it is understood, will be some 25 feet longer than the Montreal ... and construction will commence immediately.

Quite apart from the arrival of Clarke's luxurious Northland and the loss of the Montreal, in January 1925 Canada Steamship Lines had purchased the Davie Shipbuilding & Repairing Co Ltd, which it had previously just managed. This would eventually lead to it placing orders not only for three passenger vessels, but also for five new cargo ships. Following the 1923 rebuilding of the Richelieu, Davie would deliver one new ship in 1927, and two more in 1928. Twin-screw sponson-type steamships, "generally conceded to be the finest river ships in existence," they would run at 16 knots and carry between 450 and 500 passengers each.

The first ship, whose keel was laid in 1926, was the St Lawrence, 330 by 68 feet, opposite which the New Northland sailed on her short cruises every second weekend. Described by Canada Steamship Lines as "Canada's greatest river steamship," she replaced the Saguenay on the Montreal-Saguenay route. While the Richelieu replaced the Saguenay on Monday and Thursday sailings the St Lawrence took up the Richelieu's place on the Tuesday and Friday departures.
The *St Lawrence* even managed to count royalty amongst her passengers in her first year, when she carried two future kings, the Prince of Wales, later King Edward VIII, and his brother Prince George, later King George VI, along with British Prime Minister Stanley Baldwin, on a special ten-hour daylight cruise from Quebec to Montreal on July 31. In Canada for the 60th Anniversary of Confederation, Canada Steamship Lines marked the occasion by publishing a special 22-page voyage guide entitled "Through The Land of the Voyageurs."

The royals had arrived in Quebec on July 30 on the first St Lawrence voyage of Canadian Pacific's 21,860-ton *Empress of Australia*, freshly re-engined on the Clyde. Previously, the *Empress of Australia* had worked Canadian Pacific's Transpacific route between Vancouver, Japan and Hong Kong.

**The Clyde Line Comes to the St Lawrence**

If Canadian ships could sail south to Florida, then it was equally clear that American ships could sail north to Canada. July 1927 thus saw a newcomer to the St Lawrence when the Clyde Line, whose ships usually operated between New York and Florida, decided to send its two biggest and newest liners north to Quebec on their maiden voyages.

The shining new 6,209-ton sister ships *Iroquois* and *Shawnee* left New York on July 9 and 27 respectively for Boston, Halifax and Quebec, and were introduced to the public with a season of "Wonder Cruises" to the St Lawrence and Saguenay Rivers. Each of the two-funnelled $2.5 million ships could carry about 600 passengers and their 12-night cruises left New York every Saturday during July and August. During her own maiden voyage, however, while returning from Quebec, the *Iroquois* made the news. With 360 passengers on board, she touched bottom in the Gut of Canso on July 18 and damaged a propeller, necessitating repairs.

Quebec was a big draw for the Clyde Line ships, which typically spent two or three nights there, arriving from New York on a Wednesday. Inbound for Quebec, the Clyde Line visitor usually passed a downbound North Shore ship, either the *Nayarit* or the *North Shore*, depending on the week, and passengers would wave to each other across the water. Between them, the Clarke ships maintained the weekly service from Quebec to the North Shore, leaving Quebec every Wednesday at 8 am. The schedules were such that the Clarke berth was usually vacated by the time the Clyde Line ships arrived.

Thursday was an active Clarke day however, and Clyde Line passengers became used to seeing four white bands on a black funnel as Clarke ships sailed back and forth. Depending on the week, the *New Northland* called outbound at Quebec between 7 and 11 am. And the inbound
*Nayarit* called between 9 and 11 pm. On alternate weeks, the *Gaspesia* called outbound in the morning while the *New Northland* called inbound between 5 and 6 pm, so two Clarke ships could usually be seen at Quebec on a Thursday. Compared to Clyde Line’s two or three-night stays, however, the Clarke ships docked for only two or three hours.

At the end of their first summer in the St Lawrence, the *Iroquois* and *Shawnee* moved to their intended route, Clyde Line’s twice-weekly express service between New York and Miami, which was now extended beyond to Havana.

**The "Gaspesia" Aground on Ile d’Orléans**

The season of 1927 was marred by one incident, a little over a year from the entry into service of the *Northland*, when the *Gaspesia*, under Capt Georges Caron, ran aground on June 24 on Ile-d’Orléans, not far upstream from the dock at St-Jean, and sustained some damage to her hull. June 24, St-Jean-Baptiste Day, is the national holiday of Quebec. The Department of Marine & Fisheries' Annual Report for 1927 noted the outcome of the ensuing investigation:

On June 24, 1927, stranded off shore of Orleans Island, vicinity of Rivière Maheu, in River St Lawrence. Formal investigation held at Quebec on July 7, before Capt Demers, assisted by Capt C Lapierre and Capt Arthur Lefebvre, acting as nautical assessors. Finding: The Court finds the Master, G P Caron, forgot responsibilities in leaving bridge without giving definite instructions. Due to excellent record, certificate is not dealt with, but he is ordered to pay $215 towards cost of investigation. Second Officer is in default for sleeping on duty, and his certificate is suspended for balance of season, and whole of next, that is, until Dec 31, 1928.

Capt L A Demers, Marine & Fisheries' Commissioner for Wrecks, had sailed in the famous clipper ship *Thermopylae* and had been in charge of investigating Canada’s marine casualties for some years now. While the name of the second officer, who had fallen asleep on watch, was not given, his eighteen-month suspension was serious. But although a fine was levied against Capt Caron, who had been with the company from the beginning, as the statement says, his record was excellent. On the whole, Clarke navigators were a thoroughly professional lot and incidents of this kind were extremely rare.

**Whales and the North Shore Fishery**

During the 1920s, trouble was developing in the fisheries. A year after
agreeing to participate in the steamship subsidy to Clarke, Quebec had decided to take charge of its own fisheries. Responsibility for this had been vested in 1922 in J E Perreault, Minister of Colonization, a department that had been formed when the United States had closed its borders to large-scale immigration in order to "colonize" frontier areas of Quebec.

Perreault had arranged for the appointment of local fisheries inspectors along the North Shore and elsewhere, and had made cash grants allowing fishermen to improve their nets or boats in 1925. But suddenly, the bottom fell out of the fishery. Louis Garnier tells the story in his "Dog Sled to Airplane": -

Since 1926, and more particularly 1927, a cruel setback has befallen the North Shore fishermen. ... Already, in 1919, a few "white backs" had been seen here and there ... nobody had paid much attention to this serious menace. But this time they showed up by the thousands, now diving, now rising to the surface, very close to one another, covering enormous areas of two, three, four miles and more. These cetaceans followed the shores, bypassed the bays, in quest no doubt of capelin or the sand eel, small fish that the fishermen used as excellent bait for cod fishing. Like a forest fire that ruthlessly burns down everything in its path, these forays drove away all fish, cod especially, as soon as the month of June came around. From then on the fishermen laid their nets in vain. One of these nets that, on June 8, 1927, brought its owner, Honoré Bezeau, fifty hundredweight of cod, did not take a single fish on June 9 or thereafter; a school of porpoises made their entry that day into the bay of Sheldrake, where the nests were laid.

What the local residents were accustomed to calling porpoises, perhaps due to their small size, up to about fifteen feet long, were in fact beluga or white whales. Thereafter, and for some time, the fishery suffered, at first along a coastline of about a hundred miles and then along the whole Lower North Shore. Garnier also recalled how the Clarkes became involved: -

One day, when one of the regular service boats was at anchor at Rivière-au-Tonnerre, I received an invitation from Messrs Desmond, Wilfrid Clarke and Colonel F M Stanton to meet them on board. Our conversation, which lasted over an hour, revolved exclusively around the burning issue: since there was no more fish, what was to become of our fishermen? By mutual consent we decided to send a long telegram to the Honourable J E Perreault, requesting him to come and see for himself, on the very site, the gravity of the situation. A boat was immediately put at the disposal of the ministerial party.

Whether the Clarkes arrived in the North Shore or the Nayarit Garnier did not say, but for Desmond the fishery meant not only return cargo but also outbound supplies for his ships and of course Wilfrid was directly
involved through Labrador Fisheries. It involved the livelihood of their customers and suppliers, and with Perreault lay the possibility of help. Perrault's findings after his trip to the North Shore were later outlined in Cléophas Belvin's book "The Forgotten Labrador":

Perreault concluded that since inshore fishing was a thing of the past, the Quebec government should help in the building of more spacious and safe vessels. After lengthy negotiations, a grant for this purpose was fixed at $100 per boat. But the money was at best a temporary measure.

In its desperation, the Quebec Government eventually let out a contract to bomb the whales in the hope of culling their numbers, and ultimately a Clarke ship participated in that project. This was not the first time, however, that an invasion of white whales had driven away the cod and ruined the fishery on the Lower North Shore. The same thing had happened at Kegashka in 1871 and again at Betchouane, east of Pointe-aux-Esquimaux, in 1885. In both cases, residents had been evacuated after losing their livelihood and in the case of Betchouane, the village was never resettled.

**Competition to the North Shore**

In June of 1927, as a reminder of the competition, a ship's card had appeared in "The Gazette" advertising the *Sable I*:

*s.s. Sable I.* Fortnightly Sailing. *Sable I* will sail with freight and passengers from Victoria Pier on Sunday, June 19th, via Quebec for Rimouski, Anticosti and North Shore points as far as Natashquan. Freight accepted up to late Saturday afternoon. Call Bras d'Or Bay Navigation Co, Victoria Pier. MA 1706. Or Guy Tombs Ltd, 1111 Beaver Hall Hill. LA 5213.

Elsewhere that season, Capt Alfred Mercier, who had operated the *Hilda M Backman* between Quebec and the Lower North Shore in 1913, was back with a new vessel. His 99-ton auxiliary schooner *Labrador Trader*, newly-built at Shelburne, Nova Scotia, operated long three-month trading voyages from Montreal to the North Shore and the Labrador coast, taking down supplies and bringing back seal oil, furs and fish. She would operate thus for a dozen seasons, until Capt Mercier was drowned when she was stranded at Natashquan in a southwest gale on October 25, 1938.

**Anglo-Canadian Pulp & Paper Mills**

The new mill at Quebec was opened by Lord Rothermere on December 12, 1927, and the next day the press report from Quebec appeared in a
Quebec City’s newest industry, the Anglo-Canadian Pulp & Paper company mill, began operations yesterday under the guiding hand of Lord Rothermere, president, and it is expected that in the course of 1928, the production will reach 500 tons per day, employing 600 men in the mill itself, and some 2,000 in the woods.

Construction of the mill was commenced in November of 1926, following upon the acquisition of limits in the Manicouagan River basin, and in the Montmorency district 2,200 and 350 square miles of forest areas having been secured in the two districts respectively. The realization of the project is due to the enterprise of Frank W Clarke, of the Clarke Steamship Company, who interested Lord Rothermere in the scheme and secured the timber leases, the condition of the leases being that the mill was to be constructed within eight miles of an existing city, and the choice fell upon the city of Quebec, in competition with Three Rivers. Suitable arrangements as to civic taxes were made with the city of Quebec, and the mill site chosen was in Limoilou, where excellent facilities are provided for the shipment of paper, which is destined for Britain.

Mr Clarke, who is vice-president of the Anglo-Canadian Pulp & Paper company, is no novice in the newsprint [sic] industry, for he has had a thorough training in its every branch and is president of the Gulf Pulp & Paper company.

R A McInnis is general manager of the company, and is responsible for the supervision of plant construction and equipment installation. He was formerly general manager of the Abitibi Power & Paper company at Iroquois Falls, where he left an enviable record of achievement in the reduction of paper mill operating costs.

Lord Rothermere, a younger brother of the late Lord Northcliffe, is chief proprietor of the "Daily Mail," the "Daily Mirror," the "London Evening News" and other papers.

On December 13, the "New York Times" carried a year-end report on the pulp and paper industry, under the heading "Quebec Takes Lead in Newsprint Field." The report said in part:

Abundant water power throughout the Province of Quebec, so situated as to meet the needs of all newsprint mills, has resulted in the growth of the paper industry in this province to such an extent that for 1927 it will outstrip all others. And this is in a country which now stands in the first place in the production of paper...

The International Paper Company, with its mills at Three Rivers,
Kipawa and Gatineau, plays a big part...

There is the Wayagamack Paper Company, which is reaching out, having purchased the island of Anticosti, in the Gulf of St Lawrence, from Senator Menier of France. There are large forest areas on the island.

Only this week, the Anglo-Canadian Pulp and Paper Company began operations in the City of Quebec. Its production in the course of 1928 will run over 500 tons, but this output will not figure in the paper market on this continent, since it is all going to Lord Rothermere's papers in England. Lord Rothermere is the president of the company.

There is also Price Brothers, with a turnout of some 600 tons.

While Lord Rothermere was president of Anglo-Canadian and Frank Clarke was vice-president, based in Quebec, Walter Clarke was now also involved and would become Anglo-Canadian's vice-president of engineering. The daily output of 500 tons per day Anglo-Canadian would produce 125,000 tons over a 250-working day year, and when originally opened, all the mill's output was shipped to Rothermere's Daily Mirror Newspapers and Sunday Pictorial Newspapers Ltd.

A Change in Fortunes at Palm Beach

Towards the end of the 1927 season in the St Lawrence, the "Palm Beach Post" had begun reporting on progress at that port, where a shallow shipping channel had created some difficulties the previous winter. The first report had appeared on October 19, under the optimistic heading of "Merchants Line May Bring in Passengers":

Resumption of work on the Lake Worth inlet channel, as ordered yesterday morning, will insure the re-establishment of winter cruises by the s.s. New Northland from the Palm Beach port, it was announced yesterday.

O B Carr, local agent for the Clarke Steamship line, stated yesterday afternoon that the recommencing of work on deepening the strand cut had removed the last obstacle to the return of the New Northland this winter. Although definite dates have not been announced as yet, it is understood that the steamer will return to this port early in the new year to resume de luxe cruises between Palm Beach and Havana and Nassau.

At the same time, R T Merrill, local manager for the Merchants and Miners company, expressed hope that this line would be able to begin operating passenger vessels into Palm Beach this winter...
Although definite word could not be obtained from the Baltimore and Carolina company, which last year operated the Weems passenger vessels into this port, it is understood that no passenger service is contemplated this season.

The "Palm Beach Times" broke the bad news on November 23, 1927, however, under the heading "Clarke Line Not Coming": -

The Palm Beaches will have no passenger service by water this season.

Desmond A Clarke, president of the Clarke Steamship lines, definitely has said that the New Northland, virtually the last hope for passenger service here, would not operate out of the port of Palm Beach this winter.

Other steamship lines, either by definite announcement, or by admitting probabilities, have said that they will not establish passenger service this winter.

O B Carr, director of the Clarke Steamships of Florida, today received a communication from Mr Clarke, which said that the New Northland, which operated a de luxe excursion service to Nassau and Havana last season, had been chartered to the Munson Line. It probably will run from Miami to Nassau, but not touching at the Palm Beaches at all. The same crew, with Capt William Tremblay, will operate the boat. S C Annett will represent Mr Clarke in Miami.

Mr Clarke indicates that his reasons for not returning to the Palm Beaches with the boat are because of the high price offered in Miami, and the uncertain port conditions here.

Sid Annett was one of two brothers from a shipping and shipbuilding family in Gaspé that served with Clarke. He had been purser on the Lady of Gaspé and then worked for John F Davis & Sons, Clarke's agent in Gaspé, before joining Clarke in 1924 and had served as purser of the New Northland. He now served as Clarke's representative in Gaspé during the open season and became general traffic manager before returning to John F Davis & Sons at the end of his career.

Further south, the "Miami Daily News" confirmed the story on November 25 under the more positive headline "New Northland is Coming Back": -

s.s. New Northland, owned by the Clarke Steamship Company Ltd, which was operated between Miami, Nassau and Havana last season, will be operated into Miami again this year, but by another company and under another company's flag.
Desmond Clarke, president of the company, has announced that the *New Northland* this year has been chartered by the Munson Steamship line and will run between Miami and Nassau. She will have the same crew as last year and will remain under the command of Captain Tremblay, Mr Clarke said.

Mr Clarke said that he will come to Miami in January or February to survey shipping conditions, and would then possibly make a decision regarding the operations of his company in southern waters during the season of 1928-29.

This was not good news at all for the Port of Palm Beach, whose outline history gives us the story from here: -

Riding the crest of the boom, the Port had accumulated a total of $3.5 million in the bank just before the bubble burst. The devastating destruction of the 1928 hurricane followed by the stock market crash of 1929 dealt near knock out blows to the small port, setting development back 15 years...

The Port's only remaining tenant was Merchants and Miners, a company which operated a weekly freight service along the coast. Its warehouse was the sole building still standing at the port, which was now reduced to little more than a yachting facility.

The hurricane referred to would hit Miami and Palm Beach in September 1928 and the Merchants & Miners Line service to and from Philadelphia was freight-only. Although the Port of Palm Beach had been making some progress on dredging, this did not help.

Clarke had decided on a new method of operation for the winter season of 1927-28. While the *New Northland* dropped Palm Beach and would now be based in Miami, this was not the last that Palm Beach saw of Clarke ships. But it would be some years before they returned. O B Carr, meanwhile, moved on to become postmaster of West Palm Beach.

**More Nassau Ships**

Barron Collier had by now acquired the Fort Myers Steamship & Navigation Company and was busy finishing the Tamiami Trail between Miami and Tampa. But his Florida Inter-Island Steamship Co, which had its office in the McAllister Hotel building at 319 East Flagler Street, acquired two slightly older, but somewhat more suitable, successors to the old *Queen of Nassau*, which had been withdrawn in March 1925.

On October 28, 1927, it placed the 570-ton *Princess Montagu*, a
former millionaire's yacht built by Bethlehem Steel in 1896 and equipped with 75 berths for overnight passengers, on the Nassau run. The "Miami Daily News" had commented on October 22 in an article entitled "New Nassau Run Steamer is Due Here Tomorrow": -

The steamer, which was built for world cruising, has been refitted in New York and is on its way to Miami, Captain Linton said. The Princess Montagu is 220 feet long, has a beam of 28 feet and a 16-foot draft. It is capable of a speed of more than 15 knots and will carry 125 first-class passengers and a large amount of freight. "The Princess Montagu will carry the mails between Miami and Nassau and will be operated the year round as a first-class passenger and freight ship," Captain Linton said.

The Princess Montagu also introduced weekend excursions from Miami to Cat Island in the Bahamas, a run of about four hours. She remained with Florida Inter-Island for only a couple of years, however, before being wrecked by a hurricane at Nassau on September 27, 1929.

The 641-ton Laura, meanwhile, was a cargo and passenger ship that had traded between Southampton, St Malo and Cherbourg for the Southern Railway in England. An 1885 product of the same yard that had built the Quebec Steamship Co's Campana in 1873, she entered the Miami-Nassau run in December 1927 for the Bahamas Shipping Co Ltd. In 1928, Florida Inter-Island bought this ship and renamed her City of Nassau to replace the Princess Montagu. Carrying up to 80 passengers and cargo she would last until being scrapped in early 1937, a career of fifty-two years.

Acting as agents or the Florida Inter-Island Steamship Co were Saunders & Mader, with offices at the Terminal Dock in Miami, who over the years represented many smaller ships, and in Nassau F R Rae & Company, which has done very much the same.

**Munson Steamship Lines**

The new arrangement for the winter of 1927-28 was that Clarke would charter the New Northland to Munson Lines, successors to P&O on the subsidized overnight service between Miami and Nassau. Except for 1925-26, when it used its own Muneastern, Munson tended to use chartered ships for the four-month Miami-Nassau winter season, from January to April, and maintained an office in Miami.

With the 1927-28 season, the New Northland replaced the chartered Rosalind, becoming the most luxurious successor ever to Flagler's Miami. Instead of running opposite the Rosalind, as she had on some departures in 1927, she would now be running against two much smaller ships, Florida Inter-Island's new Princess Montagu and the Bahamas Shipping Co's Laura,
as well as the usual Bahamian mail boats and schooners.

Munson Steamship Lines was now known mainly for its South American passenger liner operations from New York. It had its roots in Cuba, and also operated two small passenger-cargo ships in weekly service between New York and Nassau, and New Orleans and Havana, each winter. The Nassau service had been an offshoot of its trade to Eastern Cuba and replaced one that the Ward Line had operated previously. Munson Lines also had previous experience of Canadian ships, having been New York agent for the Dominion Atlantic Line's *Prince Arthur*, sailing between New York, Yarmouth and Halifax before the Dominion Atlantic was bought out by Canadian Pacific and the service sold to Eastern Steamship Lines. Munson Lines, which operated a fleet of about 80 ships, mainly in the Americas trades, also had a substantial cargo business.

The 6,336-ton *Munargo*, a ship that could carry 295 passengers, 185 of them in first class, had opened Munson Lines' New York-Nassau-Eastern Cuba passenger service in 1922. The 80-passenger *Munamar* had also worked this run to provide weekly service to both Nassau and the original Eastern Cuba ports of Nuevitas and Antilla.

By the mid 1920s, the *Munargo* was sailing from New York every Friday by winter, returning from Nassau on Mondays. Munson Steamship Lines brochures outlined this under the heading "Weekly Service between New York and Nassau - Only Sixty Hours on the Fast Munson Line Steamers":

For the New York-Nassau service the Munson Steamship Line has especially equipped the s.s. *Munargo*, broad of beam, oil burning, turbine driven with airy staterooms with running water and electric fans, promenade deck and sun deck for sports. The fine cuisine is a speciality...

Even the P&O brochure for 1925 had mentioned the New York service under the heading "Munson Steamship Line":

The Munson Line will, as heretofore, operate the fast, finely appointed oil-burning steamer *Munargo* between New York and Nassau with weekly sailings during the months of January to April and fortnightly sailings during the balance of the year.

Nassau was an interesting winter station for Americans, and this was reflected in an amusing article entitled "Last Swim" that had appeared in "Time" magazine on February 7, 1927:

Nassau, capital of the Bahamas, is a hard place to leave. Winter visitors "miss the boat" (back to the US) surprisingly often. Nassau is warm. Nassau is wet. The sun, striking through Nassau's clear ocean
shallows to coral bottom, paints them a variety of shore-sea greens and blues to which not even a penny postcard can do justice. When the Munson liner *Munargo* anchors outside the bar-guarded harbor and the stubby tender puts out from town with homegoers, people on shore feel sorry for people on the tender. People on the tender feel sorry for themselves.

Although ships the size of the *Munargo* still had to anchor outside at Nassau, it would not be long before she would be able to berth inside the harbour. Clarke was also familiar with Munson Lines, as during the summer of 1927, the *Munargo* had offered a series of 12-day all-expense summer cruises from New York to Halifax, Charlottetown, Quebec and the Saguenay, probably the only time she ever came to the St Lawrence. Advertisements for these cruises, which included three days in Quebec, ran in newspapers such as "The Bridgeport Telegram" in Connecticut on April 4, 1927, again exaggerating the *Munargo*’s size by using displacement tonnage: -

Quebec, Halifax, Charlottetown and the Saguenay. 3000 miles of delightful travel vacation. Glorious days at sea and in the beautiful St Lawrence, on the luxurious steamer *Munargo*, 12,000 tons. Music, dancing, deck games. Magnificent scenery. Ship your hotel at all ports including 3 days in Quebec. Fortnightly sailings during July and August from New York, starting July 1 - rate $175 and up. Fortnightly sailings, during July only from Boston - rate $165 and up. A few cabins available at lower rates.

That autumn though, the *Munargo* ran a series of West Indies cruises from New York that called at Miami and on October 27 the "Miami Daily News" carried a piece: -

Miami has been placed on the route of West Indian cruises of the Munson Steamship Co, officials of the company were notified yesterday. Arrival of the s.s. *Munargo* here next week will mark the first time a West Indian cruise ship has stopped at the Magic City.

The schedule arranged by the company calls for two visits from the *Munargo* every two weeks, the cruise including New York, Nassau and Havana as well. The ship will sail from New York this Friday and every two weeks after that. The vessel will reach Nassau Monday, arrive in Miami Tuesday, and then leave for Havana, reaching the Cuban capital Wednesday. The return trip will be started Friday with a stop at Miami Saturday, a short halt at Nassau and arrival at New York Monday.

Miami officials say the *Munargo* is the most luxurious freight and passenger ship ever placed in the Miami service. Its draft is so great the vessel will be compelled to anchor off Miami Beach until harbor improvements are completed. Passengers will be taken to the Munson pier by special tender ships...
During the winter, the Munargo has been operating between New York and Nassau and in the spring has plied between New York and Rio de Janeiro, Santos, Montevideo and Buenos Aires. Last summer the vessel ran on excursion schedules in the St Lawrence to various Canadian provinces.

This trial was a prelude to longer cruises that the Munargo would eventually offer once Miami's port had been deepened, but for now she would remain on the weekly New York-Miami service by winter. That winter, with the New Northland on the Miami-Nassau run, Munson Lines passengers were able to travel from Miami to Nassau to connect with the Munargo for New York, or as Munson Lines put it: -

Nassau is overnight from Miami, affording opportunity for those in Florida to make a round trip visit to Nassau by a Munson Liner or to return north to New York by the s.s. Munargo.

Meanwhile, the Clyde Line brought its new ships Iroquois and Shawnee into service to Miami. The "Miami Daily News" reported on the first southern voyage of the Shawnee on Thursday, December 22, 1927, under the heading "Big New Clyde Liner Shawnee Arrives Friday": -

s.s Shawnee, huge new vessel of the Clyde Steamship Co and sister ship of the Iroquois, which sailed from New York Tuesday afternoon for Miami on its maiden voyage to the south, will reach Miami at 7 am Friday.

The Shawnee is on the first of the Clyde holiday cruises that include stops at Miami, Havana and Bermuda. A similar cruise will be made next week by the Iroquois. After these cruises, both ships will operate on direct runs between Miami and New York, with extended service to Havana.

Passengers leaving New York on the Shawnee totalled 275, according to Clyde officials. Nearly 100 persons are expected to join the cruise here.

One of this pair could often be seen in Miami together with the New Northland, on her second winter in the south, and these ships would now follow each other back and forth between Miami and Quebec every year into the 1930s.

On Christmas Day, as the New Northland was about to enter service, the "Miami Daily News" ran an update on the local Miami shipping scene with the news "New Northland Winter Service to Begin Friday": -

All steamship lines serving Miami will be on winter schedules this week
when the Munson Steamship Lines bring a boat here to operate between Miami and Nassau until the latter part of April. Other companies went on winter schedule in November.

Additional impetus will be given when the Clyde Steamship Co places both of its large steamers, the *Iroquois* and the *Shawnee*, in service between Miami and New York.

With the complete schedules in operation Miami will have 10 large steamers and one smaller one bringing passengers here from the north and from Nassau. In addition, two companies are operating strictly freight service to the north and another operates a freight service to New Orleans.

When the Munson Lines place the *New Northland* in service Friday there will be two steamers running between Miami and Nassau, the other being the *Princess Montagu* of the Florida Inter-Island Steamship Co. Other steamers in passenger service to Miami are the *Dorchester*, *Chatham* and *Fairfax* of the Merchants & Miners Transportation Co and the *Shawnee*, *Iroquois*, *Algonquin*, *Seminole*, *Mohawk* and *Cherokee* of the Clyde Steamship Co.

Freight service to Jacksonville and Baltimore is maintained by the Munson Lines and the Baltimore & Carolina Steamship Co operates the Weems Line between Miami, West Palm Beach, Jacksonville, Charleston and Baltimore for freight. The Clyde Line also runs the *Pawnee* to New Orleans for freight.

The *New Northland* operated here last winter under the house flag of the Clarke Steamship Co. It has been chartered for the winter by the Munson Lines.

The 1,908-ton *Pawnee* would also later be joined by Clyde Line passenger ships running to Galveston. Meanwhile, Munson Lines’ *Munamar*, which worked between New York, Nassau and Miami in the summer, had moved to a new seasonal service, running weekly in the winter between New Orleans and Havana, a route Munson Lines acquired from Southern Pacific Steamships in 1924.

The Port of Miami, meanwhile, was finally undergoing further improvement. In his "Biscayne Bay Pilots and the Port of Miami," Carl Netherland-Brown summarized the most recent developments:

By the end of 1927 the channel depth was 25 feet, with a width of 500 feet on the ocean side, 300 feet in the Government Cut and 200 feet in the bayside channel. The turning basin measured 1500 by 800 feet. On December 13, 1927, the s.s. *Chatham* led a parade of ships into the harbor to celebrate the occasion.
The 5,649-ton *Chatham*, built in the same year as the *New Northland*, was one of five coastal liners that the Merchants & Miners Line had had built since 1923 and, along with the *Dorchester* and *Fairfax* had been selected to serve Miami. On her first trip into Miami, she brought with her 47 passengers and a quantity of freight from Baltimore and Jacksonville. Others in the column of ships that celebrated that day included Munson Lines' *Munargo* and the Clyde Line's *Iroquois*. The timing of the deeper channel opening was propitious, as the *New Northland* was due to start her new winter service from Miami just over two weeks later, on December 30.

**The "New Northland" Takes New Colours**

With Capt William Tremblay in command, the *New Northland* arrived at Miami's Pier 3 at 10 am on December 29 from Montreal, New York and Nassau, bringing with her some passengers as well as freight. Ready for her new winter duties running two or three round voyages a week between Miami and Nassau, she now wore the Munson Steamship Lines' funnel colours of light blue with a white band and black top.

Munson Lines' Miami-Nassau fares with the *New Northland* started at $25 one-way or $45 round trip in First Class, while the ship's four de luxe suites with bath went for $62.50, or $120 round trip. Second-class fares were also offered in what Clarke called her third-class accommodation, with passage set at $15 one-way and $25 round trip.

The new Munson Steamship Lines Miami-Nassau timetable, issued on December 26, 1927, described the Clarke ship thus:

The *s.s. New Northland* is a splendid, new oil-burning passenger steamer of 5,400 tons, 300 ft in length and has a beam of 47 ft. There are accommodations for 142 first-class and 76 second-class passengers. This steamer compares favourably with the standard of luxury and comfort maintained by the larger Trans-Atlantic liners to Europe. All cabins are outside and are equipped with hot and cold running water, electric fans, wardrobes and full length mirrors... The public rooms include a main lounge, dining room and smoking room and there is the additional feature of a verandah café. Deck spaces are wide and ample for deck chairs and games.

Munson brochures described the *New Northland* as 5,400 tons and its own *Munargo* as 12,500 tons, again using displacement tonnage instead of gross registered tonnage. The same brochures also described the *New Northland*’s voyage in connection with Nassau hotels:

An overnight trip to this historic British resort, where the Hotels New Colonial and Royal Victoria lend modern comfort to a natural island
paradise. Sailings two and three times a week throughout the winter.

The New Colonial had been built on the site of Flagler's former Colonial Hotel, opened in 1901. When the Colonial Hotel had burnt down on April 1, 1922, Munson Lines, with the help of a loan from the Bahamian Government, had built the New Colonial, which had opened in 1923 and would later become the British Colonial Hotel.

Munson Steamship Lines offered tourist packages with stopovers in the Bahamas and its subsidiary, the Bahamas Hotel Company, was located in Munson's offices at 67 Wall Street in New York. This arrangement followed the precedent set by P&O, which had tied the Miami's service to the Nassau hotels, both of which named above had been owned by P&O shareholder Henry Flagler.

Munson did not offer round-trip cruises in the New Northland, but did develop "All Expense Tours," which it advertised as follows:

Conducted and all-expense or non-conducted, including hotel accommodations, American plan, and steamer transportation, ranging from $52.00 for 3 days to $118.00 for tours of 6-day duration, depending on grade of accommodations involved and duration of tours, subject to the scheduled steamer sailings.

The all-expense tours sponsored by the Munson Line offer an innovation in travel luxury from Miami to Nassau, "England's Fairest Colony," not only providing splendid accommodations aboard the pretentiously appointed s.s. New Northland, but also including comfortable American plan accommodations at the famous Hotel Royal Victoria.

It might seem remarkable now that Munson Lines should have left all that splendid accommodation empty while in port, but this was the usual practice with night boats, and that was how the Miami-Nassau service was run. And as with the Flagler interests before them, with its own hotels in Nassau, it would hardly have been in the interest of those hotels to offer all-inclusive cruises.

**The Miami-Nassau Schedule**

Once having arrived at Miami on December 29, the New Northland sailed the very next day on her first overnight voyage from Miami to Nassau, with her return passage from Nassau taking place on New Year's Day 1928. On January 2, Munson Lines' general passenger traffic manager P M Wolf and Miami agent H V Perry, together with Capt Tremblay, hosted an informal dinner and dance on board the New Northland for local steamship, railway and travel agents and their wives.
While away in Nassau on January 4, on her second sailing of the season, Miami saw the arrival of its first non-stop flight from New York. Her Munson Lines schedule called for sailings between Miami and Nassau every Tuesday and Friday, increasing to three times a week, on Monday, Wednesday and Friday, in the high season, from February 4 to March 22. On a typical high season sailing, on February 22, for example, the New Northland would arrive in Miami with 125 passengers, on that occasion including the mayors of Coral Gables and Syracuse, New York, and their wives, and sail again the same evening. Her last sailing of the season was due to leave Miami on April 4.

The origins of this schedule could be traced back thirty years, as was noted in Edward Akin's book "Flagler": -

In an address to the general assembly in December 1897, the Bahamian governor outlined Flagler's steamship service proposal. Flagler would provide the service once a week during the off-season. He would schedule two trips weekly during January and April with an additional weekly trip during February and March.

In 1925, the last year in which the Miami was in service, the P&O brochure had outlined the Miami-Nassau service as follows:-

The service between Miami and Nassau is operated only during the winter tourist season, beginning usually about the last week in December and terminating the early part of April. Two and three round trips per week are made. The sailing time from Miami is in the afternoon and Nassau is reached early the following morning. The distance is about 185 miles, and a most delightful sea trip.

This winter schedule would last for half a century, partly because the Bahamian Government subsidized it, and set minimum frequency requirements. But it was also the same schedule that Flagler had first introduced from Palm Beach when he started his Palm Beach-Nassau service in 1896 using the Northumberland.

A Busy Miami Day for International Arrivals

Early in the season, on Monday January 8, 1928, the "Miami Daily News" carried a story headed "Four Steamers Bring in Quotas of Passengers": -

Federal officials of the customs, immigration and public health services had their busiest morning in months Monday when four ships from foreign ports docked in Miami. They were the Clyde liner Shawnee from Havana, the Munson liner New Northland from Nassau, and motor
vessels *Isle of June* and *Maysie Alice*, also from Nassau. All brought passengers and freight.

Inaugurating the season's steamship service between Havana and Miami, the *Shawnee* docked at Pier 2 at 8 am with 87 passengers and a quantity of freight. All except seven of the passengers disembarked at Miami. The *Shawnee* will sail at 4:30 pm Monday for New York after taking on about 60 more passengers and loading several thousand crates of tomatoes from south Florida and the Bahamas...

Thomas M Carnegie of New York, director of the Carnegie Foundation for the Advancement of Teaching, and his son Carter B Carnegie, were among passengers on the *New Northland*, which docked at Pier 3 at 9 am.

Thousands of crates of tomatoes were brought by the motor vessels and were transferred to the *Shawnee*.

The 102-ton *Isle of June* and *Maysie Alice* were part of the fleet of wooden auxiliary schooners that transported mail, passengers and cargo not only from Nassau but also from the Out Islands to Miami.

Remembering that these were the days of rum running, two months later, on March 5, with passengers in board, the *Isle of June* refused to stop as the US Coast Guard destroyer *Cassin* (CG.1) fired shells over her bow and pursued her into Miami. When searched, no contraband was found but the captain was arrested and protests filed against the American actions. The *Isle of June* was represented in Miami by Saunders & Mader. The *Maysie Alice*, meanwhile, could carry about 17 first-class passengers as well as some second class, and was represented by Smith, Parks & Smith.

**Golf Stars Sail in the "New Northland"**

During her first season working for Munson Steamship Lines, the *New Northland* began to be reported from time to time in the American press. One story from Miami appeared in the "New York Times" under dateline of March 1, 1928, headed "Golf Stars to Leave for Bahamas Today - Thirty Pros Are Booked To Sail From Miami for 36-Hole Tourney at Nassau" :-

About thirty professional golfers, including most of the leading competitors of the Winter, tournaments, will sail tomorrow afternoon on the Munson liner *New Northland* for Nassau, where they will compete in the first Bahamas Open Sunday and Monday...

Among those booked to sail from here are Tommy Armour, national open champion; Macdonald Smith, winner of the Palos Verdes, Los Angeles and Hot Springs tournaments this year; Bobby Cruickshank,
holder of the North and South crown; Al Espinosa, winner of the Florida West Coast open at Belleaire last Tuesday; Gene Sarazen, former national champion; Johnny Farrell, who won half a dozen tournaments last spring; Tommy McNamara, former metropolitan open champion, and Billy Burke, who later this month will defend his Florida open honors at Jacksonville.

The article named sixteen of the thirty sportsmen who were travelling in the New Northland and made up a fifth of her passenger list on her March 2 sailing from Miami. Later that month, on Monday March 19, the New Northland arrived in Miami with Frank Munson of the Munson Steamship Lines escorting Admiral Sir Francis Bridgman, Vice-Admiral of the United Kingdom and a former First Sea Lord of the Admiralty. Indeed, it was busy enough that week that a third sailing had to be added on Wednesday to accommodate the additional demand for passage to Nassau.

Prince George's Wharf

As the New Northland entered service between Miami and Nassau, the Bahamian Government had engaged the McNamara Construction Co Ltd of Toronto to undertake a £420,000 Nassau harbour improvement project. The contract called for McNamara to widen and deepen the entrance channel, dredge a turning basin and build a new terminal, a project for which it had opened an office in Nassau. Several dredgers were busy at this job, which would take two and a half years to complete.

When opened, the new terminal would be named Prince George's Wharf in honour of that royal's September 1928 visit to Nassau in the cruiser HMS Durban, which had just been transferred to the North America & West Indies Station. The new Prince George's Wharf could accommodate both the Munargo and the New Northland together, as well as the Canadian National West Indies ships. The new channel and turning basin, as well as the outside berth at Prince George's Wharf, would allow ships with a draft of up to 25 feet, while the inner pier would allow up to 17 feet, 6 inches. The New Northland's draft of 17 feet, 7½ inches and Munargo's 23 feet, 7 inches allowed both ships to use the new terminal where the Munargo had had to go to anchor before.

This was a great advance for Nassau, where the other berths generally had only twelve feet of water, but it still did not allow large liners to berth. While the regular traders could be accommodated, larger ships would still have to tender their passengers in from the outside anchorage.

Eastern Ships at Miami

During her 1927-28 Nassau season with Munson Lines, the New
Northland was joined by two new ships, Eastern Steamships' 5,002-ton Evangeline (ii) and Yarmouth (ii). This pair had been delivered in 1927 for Eastern's summer routes between New York and Boston and Yarmouth, Nova Scotia. These routes, together with three ships, had been acquired from the Dominion Atlantic Railway in 1912 after Canadian Pacific had taken over that company. Canadian Pacific kept the route between Digby, Nova Scotia, and Saint John, New Brunswick, which connected with its own Transcontinental railway, but seeing no further need for the American routes, had sold them promptly to Eastern.

Appearing only a year after the New Northland, the Eastern duo had also come to Miami in search of winter revenue. The Evangeline had been chartered to the Clyde Line for its Miami-Havana service, while the Yarmouth was to run a series of 13-day cruises, starting at $135, from New York to Miami, Nassau, Havana and Kingston, Jamaica. The New Northland, which had become the first new ship to sail regularly from Miami when she arrived in 1927, had now been joined in Miami by the Evangeline. While the New Northland sailed to Nassau for Munson, the Evangeline was to serve Havana for the Clyde Line.

With the Clyde Line's new Iroquois and Shawnee starting their New York-Miami-Havana through service that winter, calling in Miami in each direction, adding the Evangeline allowed the line to run a full daily service between Miami and Havana. Together with the Yarmouth, this meant that Miami was now host to no fewer than eight new ships. Merchants & Miners' Dorchester and Fairfax were 5,649-ton sister ships of the Chatham, all three having been completed in 1926, as had the New Northland, while the two pairs of Clyde Line and Eastern ships had followed in 1927.

Like the Iroquois and Shawnee, Eastern's Yarmouth was based at New York, but unlike them she made only a southbound call at Miami. The New Northland and Yarmouth were in Miami together on February 13 and 29 and again on March 16. Each time, they arrived in the morning, and while the New Northland sailed at 3 pm for Nassau, the Yarmouth left at 4 pm for Havana. The two met again in Nassau on March 23, with the Yarmouth joining the New Northland there at 11 am. The New Northland then sailed for Miami at 3 pm while the Yarmouth departed for New York at 5 pm.

National Tours of New York, in its "Trips and Cruises" publication, introduced the Yarmouth to the public for her first winter cruising season in 1928 as follows:

This fascinating cruise featuring four countries in less than two weeks is the outstanding Caribbean cruise of the winter season, including 13 days of ever-changing attractions and luxurious comfort on a steamer designed especially for tropical cruising. The s.s. Yarmouth is one of the finest steamers constructed in America, oil burner, with practically every room outside.
The *New Northland*, on the other hand, was able to boast of all outside accommodations. Within a few years the *Yarmouth'*s cruise itineraries were revised to include a Miami call in each direction, after which she would also be able to offer round-trip cruises from Miami. Sailing to Nassau, Kingston and Havana, in that order, before returning to Miami, fares for these 8-day cruises would begin at $75, while the minimum fare for the full 13-day voyage from New York would come down from $135 to $95.

**Clarke Sails to the Saguenay**

While the *New Northland* was operating from Miami, Clarke was busy planning its 1928 cruise season. The company now carried plenty of cruise passengers to the Gulf of St Lawrence, and had started to offer weekend cruises downriver in 1927, but only Canada Steamship Lines operated to the Saguenay, with services from both Montreal and Quebec and its own resort hotels at Murray Bay and Tadoussac. This cliff-lined 800-foot deep fjord, which is twice as deep in places and totally tidal, stretches 95 miles from the St Lawrence to Lake St John. It includes the twin peaks of the 1,700-foot high Cape Trinity and 1,400-foot Cape Eternity, which between them guard a bay on the lower reaches of the Saguenay. About 60 miles upstream on the southwest bank are the ports of Bagotville and Port Alfred on Ha! Ha! Bay, and another 15 miles or so, Chicoutimi.

Perhaps thinking that with the delivery of its new ships a dedicated cruise ship was no longer required, CSL had decided to withdraw the *Cape Eternity* from operating her weekly cruises to the Saguenay at the end of the 1927 season. They shifted her instead to running Saguenay cruises from Toronto. Clarke acted on this news immediately, deciding to re-route its own Montreal 4-day weekend cruises to the Saguenay in 1928 instead of steaming downriver to Ste-Anne-des-Monts.

The *New Northland*’s summer weekend departures thus became the longest-duration Saguenay cruises on offer from Montreal. And the shorter distance, about 20 per cent less than steaming down the St Lawrence, meant that more port time could be allowed for passengers. Clarke described its new Saguenay offering as follows: -

A delightful de luxe cruise, providing a varied and very enjoyable weekend holiday. Exceptionally generous time ashore at the most interesting points of the cruise territory. Time for golf, tennis, swimming, and even trout fishing, if desired, and ample time for sightseeing.

An afternoon and an evening at Murray Bay, most fashionable summer resort of the north shore of the St Lawrence, a daylight cruise on the Saguenay, past the far-famed Capes Trinity and Eternity. Four hours at
Tadoussac, another famous summer resort and historic settlement. A whole day at Quebec on the return voyage.

The s.s. New Northland offers every luxury in accommodation. The cuisine is above reproach. Indoor and deck amusements. Special dance orchestra aboard.

Altogether a weekend cruise that is unsurpassed in one of the world's most famous holiday regions.

Every second Friday in summer, therefore, between her longer Gulf of St Lawrence cruises, the New Northland now sailed from Victoria Pier for the Saguenay, head on head and within the hour of Canada Steamship Lines' own Saguenay departure. The New Northland's passengers saw the CSL ship steam past just after 6:35 pm and, as before, she would follow 55 minutes later. As in the previous year, by the time the New Northland reached Quebec the next morning, the CSL ship would be gone, and with the Clarke ships longer port times, the two ships would not catch sight of each other again except to pass in the Saguenay in the wee hours of Sunday morning, the New Northland bound for an early morning visit to Ha! Ha! Bay on Sunday before turning back for Tadoussac and Murray Bay, and the CSL ship headed for Tadoussac. Although the CSL ship would vary over the years, these same schedules would continue.

The typical advertisement used in "The Gazette" for the 1928 Saguenay mini-cruises ran as follows: -

A week-end trip that offers most of the joys of a private yachting cruise. Saturday afternoon and evening at Murray Bay - a daylight trip on the Saguenay - Sunday afternoon at Tadoussac - all Monday at Quebec. The New Northland offers every luxury and comfort. All outside cabins - hot and cold running water in all - spacious decks with easy deck chairs - sumptuous dance lounge - dance orchestra - deck games. Ashore - lots of time for sight-seeing - tennis - swimming. Golf at Murray Bay - Tadoussac - Quebec.

Four of the New Northland's six mini-cruises for 1928 were scheduled for the Saguenay, with the inaugural cruise leaving on July 6. Her second weekend cruise, on July 20, specially arranged for St Peter's Choir from Montreal, was to sail down to Ste-Anne-des-Monts for Sunday mass and then over to Godbout, and back via Murray Bay and Quebec. This was followed by three more Saguenay cruises. The last of the season, on September 14, was an extended 5-day cruise to Gaspé that attracted 75 members of the Gottfried Krueger Association of New York, among others. Gottfried Krueger had operated a brewery in Newark, New Jersey, before Prohibition.

Two Special Cruises for 1928
In addition to the Saguenay cruises, the *New Northland* undertook two special cruises in 1928, one on June 14 for the Canadian Medical Association, and a "Fourth of July" cruise on June 27 for James Borings Travel Service Inc of Columbus, Ohio. Boring had begun to charter ships in 1926 from United States Lines, White Star Line, North German Lloyd and Cunard Line to operate cruises from New York to the Mediterranean each winter.

The Canadian Medical Association cruise left a day later than usual and sailed only to Gaspé and Charlottetown, where the *New Northland* not only acted as hotel for the 140 delegates and their wives for the duration of their 59th Annual Conference but also offered a number of day excursions to nearby sites for those not attending the conference. Another 450 delegates stayed in local hotels. She returned to Montreal on June 26, and departed on the Boring cruise the next day.

James Boring's "Gulf of St Lawrence Cruise to Newfoundland" followed the standard 9-day itinerary to Gaspé and Corner Brook, but with the addition of "gala dinner, costume ball and fireworks." Fares started at $175, including shore excursions, which compared to Clarke's usual lead-in fare of $115.

**The Transatlantic Flight of the "Bremen"**

The 1928 season got off to an early start, with the *Sable I* making her first trip from Quebec on March 12, followed by the *Gaspesia* on March 23. The icebreaker CGS *Mikula* had already made a mid-winter supply trip to the North Shore and Anticosti between February 16 and March 5. Meanwhile, further down the Gulf, events that spring would see the *North Shore* heavily involved by mid-summer with the first westbound crossing of the Atlantic by fixed wing aircraft.

On Friday, April 13, 1928, the Junkers W33 monoplane "Bremen" caused a sensation by making an emergency landing on Greenly Island in the Strait of Belle Isle, far off course from her intended destination, New York. The plane had been named for the 51,656-ton North German Lloyd liner then under construction. The North German Lloyd had backed a previous attempt in 1927, but negative publicity had caused them to withdraw from direct sponsorship of this effort. Although not connected with its earlier attempt, seven lives had been lost in other attempts to be first from west to east.

Nevertheless, the "Bremen," with pilot Capt Hermann Köhl, and Günther von Hünefeld, head of publicity for North German Lloyd, who personally organized the flight, left from Tempelhof aerodrome in Berlin, headed for New York. Major James Fitzmaurice, commander of the Irish Free State Air Force, joined them at Baldonall, Dublin, and after delays caused by bad weather, they left on April 12 for a flight that would take them thirty-six
and a half hours. Disoriented by fog and lack of visibility, and low on fuel, the flyers strayed far north over northern Labrador then flew south over the Hudson's Bay post at North West River, missing New York by a thousand miles and landing on Greenly Island when they spotted its lighthouse. Within a year of Lindbergh’s historic solo eastbound flight in the "Spirit of St Louis," this crossing was the first successful Transatlantic flight against the prevailing winds.

At the time, the strait was still covered with ice and the new navigation season had not yet opened. Clarke's New Northland was still working her way north from her first winter working for Munson Steamship Lines, having finished her Miami season just the week before. The nearest ship to Greenly was the icebreaker CGS Montcalm, which had just started the Canadian Ice Patrol in the Gulf of St Lawrence the day before and was 250 miles away. Other than the light keeper Johnny Letemplier and his family, one of the first to reach the scene was a nurse from the Grenfell Mission at Forteau Bay, Labrador, fifteen miles away, who arrived by dog sled. As it happened, the Clarke agent at Bradore Bay, Alphonse Blais, cousin of Louis, was also on the island when the "Bremen" landed. Three days later, the "New York Times" reported that none of the Newfoundland sealing fleet would go to the Strait of Belle Isle because of ice conditions and further reported that:

Government wireless stations were standing by for reports of the Montcalm's progress, in case anything should happen to deter her. It was pointed out that two other ships were in the vicinity. One is the Gaspesia of the Clarke Steamship Company and the other the Sable I of the Bras d'Or Navigation Company.

This was the big news story of the day and reporters, photographers and help were soon on the way in several planes. One of the first pilots to reach Greenly, Roméo Vachon, had been organizing the first winter airmail deliveries to the North Shore for Canadian Transcontinental Airways. Aircraft had just replaced the dog sleds that had up until now taken over at the close of navigation, and the first airmail delivery had taken place less than four months before, on Christmas Day 1927.

Despite moving her two miles over the ice to the mainland at Blanc-Sablon, engineers were not able to repair the "Bremen" so she could fly on to New York. After being flown out from Greenly Island on April 17, en route to Murray Bay, Major Fitzmaurice was greeted at Clarke City, where he spent the night as the guest of mill manager Patrick Collier. Planes having also reached Greenly Island, the Montcalm was withdrawn from the chase the same day as she was running low on coal.

**The 1928 Season Opening**

On April 25, as the German and Irish flyers were being fêted, "The
Gazette" carried an article outlining the first Clarke sailings of the season, an article that was heavily influenced by the news of the "Bremen's" arrival at Greenly Island: -

Passenger vessels are already penetrating into the territory along the north shore of the Gulf of St Lawrence made famous by the landing of the monoplane, the "Bremen," with the first successful east-to-west fliers of the Atlantic. One ship has already made two trips as far as Natashquan, with stops at Clarke City, Seven Islands and other points which played a prominent part in the events connected with the safe arrival of the airplane with its Irish-German crew, and another vessel is setting off next week from Quebec with hopes of penetrating still farther into the waters off the coast of the Canadian Labrador.

The vessel which had just returned from the region is the s.s. Gaspesia of the Clarke Steamship Company of Montreal and Quebec, and the same company, which is the only one operating regular passenger services in the region, is sending out next week the s.s. North Shore on the first of its regular fortnightly trips from Quebec City to the limits of Canadian territory on the Labrador coast. The officers of the North Shore state that they do not expect to reach as far as Greenly Island on their first trip of the season, but it is possible that they might get there on the second trip, which leaves Quebec on May 16.

Greenly Island is not a regular stop of the North Shore, but the vessel passes it on its way to and from Bradore Bay and Blanc-Sablon on the mainland, which it visits every two weeks during the shipping season. It will carry both passengers and supplies for various settlements when it sets off next week.

The s.s. Gaspesia on both its special trips carried a number of passengers and a substantial cargo for the points it visited. Though ice in many instances prevented it entering the ports of its regular stops, it was able to push close enough to shore to set down its passengers and supplies on solid ice connecting with the land. They were picked up there by dog-sleigh and carried to their destinations. On the whole, ice conditions were reported favorable on its return from the second trip. The vessel will reach Montreal and leave again this week, possibly as the first vessel out of the port, for its regular route around the Gaspé Coast.

Another vessel of the company, the s.s. Nayarit, will be sent into the "Bremen" territory at the end of next week, calling at various ports on the north St Lawrence shore as far as Natashquan, but from there it will sail to the West Coast of Newfoundland, without attempting to push further towards Greenly.

The finest vessel of the Clarke fleet, the s.s. New Northland, which has
been engaged in southern cruises during the winter months, is now in the St Lawrence on its way to Quebec. Later it will proceed to Montreal, taking up its regular summer cruises to Newfoundland via the Gaspé Coast about the middle of May.

The unexpected arrival of the "Bremen" had precipitated a bonanza of publicity in newspapers around the world and across North America that Clarke was able to take advantage of. In fact, the International Grenfell Association, with its headquarters in St Anthony and installations at Harrington Harbour, Mutton Bay, Bonne-Espérance, Forteau Bay and Battle Harbour, had also been trying to get a cruise ship to visit its own territory, evidence of which was given in the April 1928 edition of its house organ "Among the Deep Sea Fishers": -

We regret exceedingly that we must announce to our readers that the proposed cruise to Labrador for this summer, under the auspices of Furness Withy Company and of Raymond-Whitcomb Company, has been given up. at least for the present. It appears that in order to put on a cruise satisfactory from the point of view of the operators, it is necessary to use a steamer of larger dimensions and deeper draft than has ever heretofore navigated that beautiful coast and until the insurance companies can be assured of better charting of the inland waters they appear to hesitate in assuming the responsibility for such large boats.

It appears that the Grenfell people had been trying to get Furness Withy to send the Fort St George their way, something that would have resulted in much extra publicity for the Mission and its work. Raymond-Whitcomb Inc was a well-known Boston-based travel firm that had been founded in 1879 and was in the habit of chartering ships for cruising. Within a couple of years, however, another operator would take up this concept.

As the Gaspesia had left Quebec on the first of two North Shore voyages on March 23, the North Shore's April 17 sailing was cancelled and she was now scheduled to leave Quebec for the first time on May 2. From Montreal, the Nayarat was due to sail on May 7 and the New Northland on May 16, with both ships scheduled to arrive at Quebec the next morning. The North Shore would also be further involved in the plight of the "Bremen" that summer.

Flyers Celebrated in New York

The day after "The Gazette's" sailing report, the pioneer aviators were flown on to New York in a Ford Trimotor by way of Lac Ste Agnes field, near Murray Bay. Susanne and Klaus Wiborg described the flyers' welcome in their history of the North German Lloyd and Hamburg-American Line, "The World is our Oyster": -
They were received by the American president and the mayor of the City of New York, decorated with the highest US aviation medal, enthusiastically cheered by crowds wherever they went, honoured with the greatest ticker-tape parade New York had seen since the return of the American troops from the war and feted with speeches and banquets, at which continual mention was made of international understanding and selfless dedication to a great idea.

One of these events was a banquet at the Ritz-Carlton Hotel in New York, at which the flyers were awarded a $15,000 prize by Swedish vacuum cleaner and refrigerator industrialist Axel Wenner-Gren. The prize had been provided by his company Electrolux for the first designer to build a plane to fly the Atlantic from east to west and was accepted on behalf of the Junkers Aircraft company.

After a tour of other North American cities that included Montreal on May 22 and Quebec on May 23, the aviators departed New York for Europe on June 9 in North German Lloyd's 32,581-ton Columbus.

**Salvaging the "Bremen"**

An unsuccessful attempt by others to get the "Bremen" airborne on May 19 resulted in her being so badly damaged that any attempt to take fly her out had to be forgotten. She would have to be removed by ship. Despite a visit to the site by the Newfoundland Railway's Sagona and a proposal from its steamship department to dismantle her and take her to Corner Brook, the Clarke Steamship Co was finally chosen to return the "Bremen" to civilization at Quebec.

Accordingly, with Capt Joseph Brie in command, the North Shore left Quebec on July 25 to take the dismantled plane on board during the course of her usual voyage. The "New York Times" carried the report from Quebec the next day:

After being marooned for more than three months near the bleak Labrador coast the monoplane "Bremen," the first plane ever to cross the North Atlantic from east to west, is at last to be brought back to civilization.

The steamer North Shore sailed today for Blanc-Sablon, Quebec, where the Junkers plane that crashed in a forced landing on Greenly Island on Friday, April 13, will be taken on board and brought back here.

Baron Gunther von Huenefeld, leader of the "Bremen" expedition, has commissioned the North German Lloyd to transport his broken plane
back to Germany. First, however, it will be exhibited here by Dr Louis Cuisinier, a member of the first party to reach Greenly Island.

Lifting the dismantled pieces at Blanc-Sablon required the help of a lighthouse supply ship from Quebec, but the North Shore returned to that city on August 4 with the "Bremen's" wings loaded onto her main deck and her fuselage stowed above the after cabin. Once discharged, the "Bremen" was reassembled and used at a Quebec summer exhibition in order to try to recoup some of the rescue expenses.

To commemorate the pioneer landing, Desmond Clarke had decided to erect a monument on Greenly Island, at the site where the "Bremen" had landed. On her subsequent voyage on August 8, therefore, the North Shore left Quebec with a dedication party and six days later landed them, along with many of her crew and passengers, on Greenly Island. Fred Hotson recounted the story in his book "The Bremen": -

The erection of cairns and monuments usually falls to governments or institutions many years after the event. This was not so in the case of the "Bremen" landing. The excitement stirred up the interest of all Quebeccers, particularly Desmond A Clarke, president of the Clarke Steamship Company. Only ten days after the landing, he began organizing a suitable stone cairn on the exact spot the "Bremen" touched down and rolled into the reservoir. Johnny Letemplier was hired to erect a rectangular cairn with slabs of granite from the pond and surrounding area. A bronze plaque, 33 by 20 inches, was prepared by Henry Birks & Sons Ltd of Montreal with a brief appropriate wording: -

"On this island landed the 'Bremen' on Friday, April 13, 1928, after the first non-stop flight of the Atlantic from east to west having left Ireland at dawn Tuesday, April 12. Members of its crew were, Baron Günther von Hünefeld of Germany, Captain Hermann Köhl of Germany and Major James C Fitzmaurice of Ireland. Erected by Clarke Steamship Co Ltd, Montreal, Quebec, in recognition of a very gallant feat."

The dedication of the monument was a special event in the history of the island, particularly as it came so close to the landing itself. The North Shore made a special stop at Long Point on August 14, 1928, and the passengers and crew were transported in small boats to Greenly. The inhabitants for miles around came in their best attire for the biggest party the Letempliers had ever seen on their lonely island.

Representing the Clarke brothers were ... Louis T Blais and Captain J A Brie, who had been in charge of moving the aircraft to Quebec only a few days previously. The religious portion of the dedication was conducted by Monseigneur Leventoux, Roman Catholic Bishop of the North Shore, along with Father François Hesry, the local priest, and
Father Joseph Gallix, priest for Natashquan.

The Long Point referred to here is today part of Blanc-Sablon, and the closest point of land to Greenly Island. And the three priests that attended had all been part of the Eudist group from France that had come to the North Shore twenty-five years earlier in the King Edward.

In September, the "Bremen" was finally taken home to Germany on board North German Lloyd's 9,573-ton Crefeld, one of several ships that had just been put onto a new service between Bremen, Quebec and Montreal. The additional publicity proved useful to the line. While the "Bremen" crossed the Atlantic in the Crefeld, another Junkers aircraft, the "Europa," named for the 49,746-ton sister ship of the Bremen, made the first flight from Berlin to Tokyo. Stopping en route, this flight took eight days, and on board once more was Baron von Hünefeld. The "Europa" had been used by the three "Bremen" flyers to fly from Bremen to Berlin after their return voyage in June.

After a winter spent in Germany, the "Bremen" would cross the Atlantic once more, in May 1929, in the Columbus, as a gift to the people of the City of New York, where she had been bound. There, she would be displayed hanging from the ceiling of Grand Central Station. In 1931, she was moved to the Smithsonian Institution in Washington, DC, and eventually, in 1936, she would find a home at the Henry Ford Museum at Dearborn, Michigan. Later, in the 21st Century, she would send time back on loan to the Germans at Bremen Airport.

**A Voyage in the "North Shore"**

On August 8, the same voyage that took the delegation to unveil the monument to the "Bremen" on Greenly Island, Bessie Jane Banfill boarded the North Shore for Mutton Bay, where she was to take up a nursing position. She wrote about the voyage in her book "Labrador Nurse" -

"Here's the pier, and there's the boat!" exclaimed my taxi driver as he jolted to a stop at the Quebec docks. I paid my fare, adjusted my heavy coat on one arm, my raincoat on the other, seized both bags, and made my way over the scorching cinders to [the] Pier...

"Where to, ma'am?" briskly enquired a steward at the pier's end. "Mutton Bay." "Right you are. Follow me." I mounted the forty-five degree angle gangplank behind him, high-stepped the footboards on the deck, ducked under the low-ceilinged door beams, then dived into the depths below. The steward opened the door of a cabin and put my bags inside. "Take your choice, ma'am upper or lower. You are first in. We leave at four o'clock."

I was lucky to have first choice. A lower berth did not require a ladder.
Fresh, damp salt air generously supplied the upper, but since the ventilator was the only porthole, during a storm it could be a menace, unexpectedly showering the upper inmate with icy, salt water. The lower was more spacious and convenient, but one had to take everything into consideration. I chose a lower and later regretted the lack of fresh air but, dry and unscathed, rejoiced with each morning’s security no matter how stormy the night had been.

I had time to examine at leisure this stout little *North Shore*, which was so much a part of life at Mutton Bay. The ship was evidently not built for comfort or beauty but for service and safety. From the captain's lookout on the upper deck to the lowest inch on the water-drawing line, the *North Shore* was fashioned to battle the wildest and roughest seas and to carry essential cargo.

On deck all seemed confusion: yapping melancholy-looking dogs, piles of lumber, drums of gasoline, miles of galvanized pipe, empty fish cases, huge coils of hempen rope. In stormy seas, later I learned, this cargo was apt to scuttle back and forth as the boat lurched and tossed.

Gaping, mammoth hatches, aft and stern, were eating up tons of bales, boxes, crates, sacks of flour and salt, hogsheads of molasses, salt pork, stoves, fish twine, freight of every description. The brawny, bronzed sailors at the bottom of the hold, who were catching the endless bales from the mighty crane-net-basket, resembled miniature men, as if I were seeing them from a plane flying high above the earth.

The *North Shore* looked like a satisfactory vessel for her job. In the year to follow I should come to love every solid plank of her, for I learned how faithfully she carried her important cargo through the roughest weather.

Gradually the disorder on the crowded deck resolved itself and precisely at four o'clock Captain Brie shouted, "All aboard! All hands on deck. Pull up the gangplank." I was off on a new adventure, my objective the Grenfell Mission Station at Mutton Bay, hundreds of miles down the St. Lawrence River.

As we pulled away from the city there was so much of interest to be seen that a group of us went from side to side of the steamer watching the lovely Quebec landscape unroll before us. Those who had passed this way before were able to name some of the villages nestling close to the shore, each with its church spire pointing heavenward.

The time spent in the dining saloon seemed long to me although I enjoyed my meal for I did not want to miss a minute on deck. I shall never forget the beauty of the sunset on our first evening out. The sun
disappeared behind the hills more quickly and earlier than we are accustomed to in the central and southern part of Canada. At first I was disappointed, for I had heard of the beauty of the St Lawrence River sunsets. But my disappointment did not last. The blue of the hills deepened into purple and then into darkness and then their lovely contours were etched against a blaze of glorious color, golden at first and finally a lovely rose.

The afterglow lasted a long time, and although the breeze was stiffening and growing colder, I watched until the last of the exquisite shades paled into misty grey and the hills lost their sharpness of outline and seemed almost menacing in their blackness and bulk.

In her book, Banfill identified Capt Brie as Capt Legault, as she changed the names of many of the people she wrote about. But in these passages, we have corrected it to Brie. And although the author sailed at 4 pm the usual departure time for the North Shore, as for the many ships that preceded her, was 8 am. It seems that the ship might have been delayed on Banfill's voyage in order to accommodate the Greenly Island delegation. Having left Quebec well behind, the North Shore continued through the night on her way to her namesake shore, Mutton Bay and Greenly Island. Bessie Jane continued her memories of the voyage the next day: -

Next morning came the first of our many stops to deliver freight. My roommate, Miss Wells, and I were on deck early sniffing the salty, fresh air when suddenly our foghorn boomed across the water. The captain shouted, "Heave to! Drop anchor!" I rushed to see what was being "heaved to," There was not a building in sight and I never learned the name of our first stop. A rusty, rickety Tin Lizzie wheezed over a corduroy road and rattled to a standstill on the wobbly wharf. Our vessel swayed sideways, righted itself, the propeller gave one last churn, and we docked at the wharf...

The North Shore had scarcely bumped the wharf when Captain Brie shouted, "Throw her!" Straight as a lariat, one of the sailors flung a rope, which a shoreman caught skilfully. He ran with it and commenced to wind it round and round a large iron hook, driven deep into the pier. Like magic, small boats were arriving seemingly from nowhere. There were motorboats, dinkies, and small hand-rowed boats called "kinoos." Each one brought one or two fat puncheons.

"How many quintals?" shouted the purser. I had read about puncheons. Now, unless I wished to be dubbed a greenhorn, I must call a puncheon a quintal. These quintals were full of fish, salted and packed for market. The falcon like, iron crane creaked and groaned up from the hatch. Slowly it swung out over the deck rail. Then down, down, with its precious cargo to the waiting boats. "Dunk her!" roared the engineer. One of the fishermen jumped forward and unsnapped the
hook. Boxes, cartons, and sacks spilled into the bobbing boats. Fishermen, swaying with the motion, quickly stowed the freight into mysterious corners of their boats.

Up and down went the basket-crane, scooping up quintals of fish from the shore and depositing bales of butter, beds, lumber, stoves, and washing machines in the boats. Lizzie, filled till she bulged aft and stern, bumped off home again. Somehow, sometime, she would reach it intact. With Lizzie went our last sight of a car for many months.

The screech and groan of the anchors being drawn up followed by the booming of the foghorn made the small motor-boats and kinoos scatter like frightened chickens. The chug of motorboats died away in the distance as we swung out of the harbor.

Which port this might have been is not clear, but as it had a dock it must have been one of the sawmill ports that had thrived in the area a few years earlier. The usual order of calls for the North Shore the day after leaving Quebec was Franquelin, Godbout, Baie-Trinité, Ile aux Oeufs and Pentecôte, then on to Shelter Bay. The Tin Lizzie that Bessie talks about is a Model T Ford, one of the famous make that was produced between 1907 and 1927. Banfill's story continued:

At Shelter Bay ... we made our next stop. "We will be here until late tonight. Last chance to stretch your land legs," announced the captain. As we filed down the gangplank we saw high above our heads two V-shaped boards formed into something like an eave trough. This, we learned, is called a sluice. Running water poured down its length, carrying along an endless procession of logs. As they reached the end of the sluice, one after another wavered in the air, then shot, straight as an arrow, down to the waiting men...

The pulpwood logs were then stacked into the holds and on the decks of ships bound for the Ontario Paper Co's newsprint mill in Thorold. Sometimes at Shelter Bay, or at Franquelin or Godbout, the North Shore had to tie up abreast of one or more of these pulpwood carriers and passengers had to cross over them in order to gain access to the pier.

Twelve feet up in the air, a six-inch plank walk ran along beside the sluice. This was the only connection between our vessel and the shore. Scared and shaking, high above the roaring water, we clung to a narrow rail I kept one eye on the heavens and the other on the inferno below and managed to reach the shore...

Our next stop was Clarke City, which is built several miles from the wharf and reached by a small jitney over rails. As the last drum of oil banged to the wharf, agonizing groans rose from the hold and commotion reigned below. A sailor had missed his footing and crashed
down into the hold. The crane-basket hoisted him ashore and he was rushed to Clarke City to a doctor. A subdued hush settled over the sailors who had worked shoulder to shoulder with him. Later, we learned that he never returned to the ship.

From Clarke City we went across to Seven Isles, an Indian reservation. Solemn-looking Indians surrounded the steamer. While the freight was unloaded, we went ashore to see the sights. The swarthy Indian janitor of the tiny church proudly unlocked the door for us and by signs and broken English words explained the points of interest about the church and cemetery. His wife followed a few steps behind her husband with a bright-eyed little girl who eagerly grasped the coins we gave her, curtsied, and lisped, "Tank yous."

After we left Seven Isles the scenery changed. Gulls by hundreds circled above us. There were practically no trees, and barren, black, scraggy rocks and hills loomed on both sides of the river. This lack of trees, the number of gulls, and the immense, perpendicular rocks told us that we were leaving the beautiful St Lawrence River and nearing the rough gulf water.

Night closed in and a thick fog enveloped us; heavy raindrops splashed out of the fog blanket. The air became chilly. So dense was the fog that Captain Brie ordered the sailors to drop anchor and "wait for weather." Since waiting for weather was no new experience for the crew, they were prepared to keep things lively. A photographer, on his way to the unveiling of the Greenly Island monument, got out his camera. Amid gales of laughter and singing, his mock photography and interview of a Very Important Person dispelled all thoughts of fog and danger.

At three o'clock in the morning the fog lifted and we steamed ahead. Sunday morning we entered Natashquan harbor where a Sabbath stillness shrouded everything. An old, weather-worn fisherman, slouched over the seat of a homemade, two-wheel dump cart, seemed part of the somnolent landscape, but a blast from our foghorn ended his snooze.

We could see Natashquan, the headquarters of the Hudson's Bay Post, in the distance. Our chief engineer, out for adventure, borrowed the one-horse shay. Miss Wells, a tourist, and I ran down the gangplank and begged to share his adventure. Legs dangling behind, we sat flat on the floor of that springless, cushionless cart and bumped through black muck and over corduroy logs two miles to the Post. When we arrived we realized that it really was the Sabbath here. The store was closed...

All night long, the slush, slop, and slap of the waves pounded against
the sides of the steamer. Briny spray came through the porthole ventilator into the upper berth. As the vessel rolled, lurched, and swayed, one by one we collapsed, reached out, and drew our seasick cups to our green-grey lips. Retching, tossing, and moaning we spent the night. Morning brought no relief. From Natashquan eastward both day and night seemed a horrible nightmare of briny odor and relentless sea.

But when the Grenfell Mission Hospital at Harrington Harbour loomed through the darkness like an oasis in a desert, our spirits revived. At three o'clock in the morning we cast anchor. Two passengers were to go ashore so we got up and dressed, after a fashion, uttering a prayer of thankfulness that we had survived the night. Scarcely had we cast anchor at the wharf when a tall, bronzed young man, dressed in oilskins, sou'wester, and hip boots, came aboard. He was the Presbyterian student minister come to meet his sister. He went below for her trunk, shouldered it as if it were a feather, and strode up the stairs.

Another man, similarly dressed, stuck his head through the door and queried, "Are you the nurse for Mutton Bay?" It was the doctor, so rather meekly I replied, "Yes."

Above the noise of the crane he shouted, "Sister Martin will come aboard to meet you." It was a relief to know I would be met. I had spent many hours wondering how I would recognize Mutton Bay should we reach it in the night. Once I ventured to ask the engineer, "How shall I know Mutton Bay?" "Don't worry, Sister," he chuckled, "you will know it. The first thing you see as we go around the point is the cemetery. This was not the most reassuring reply, but I was glad there was a cemetery because my relatives had predicted that I had only a fifty-fifty chance of returning alive from the Coast.

We did not stop long at Harrington Harbour. When daylight broke through the fog I peered out the porthole. We were threading our way around and among windswept rocks which looked as though some powerful, furious monster had riven them from top to bottom. Yawning chasms - relics of the ice period - divided the rocks so that one could walk hundreds of feet between them and see nothing but jagged, perpendicular walls.

Captain Brie made his way carefully among the treacherous shoals. Suddenly he bellowed, "Drop anchor." Our foghorn echoed across the water as I rushed to the deck rail, eager for my first glimpse of Mutton Bay. The engineer had been right Mutton Bay nestled peacefully on the black rocks with the cemetery at one side in the foreground.

The fog had lifted and the sun was shining on the little village. I
dragged my suitcases to the railing and gazed eagerly shoreward. I expected Sister Martin any moment, but as it happened she was detained and I had a quarter of an hour to get my bearings and survey the beauty spread out before me.

Within the two headlands that formed the sides of the cove were smaller projecting arms of land protecting smaller coves. And as if growing there, the weather-beaten wooden platforms, called stages, were part of the shore. At the top of each stage were compact, square, wooden, grey-green and brown houses; blue, green, brown, red, and grey roofs blended into the brown shale rock foundations. Scantily clothed barefoot boys hopped about as they pushed and guided toy sailboats through the shallow cove water away from imaginary, treacherous shoals, which waited to wreck their vessels.

The serenity of the scene was disrupted by a bloodcurdling warning from our steamer. Men wearing flippety-floppy hip boots, their knees bent slightly forward and sideways to keep them from slipping on the uneven rocks, picked their way down to their stages. There they swung one foot, then the other, over the edge; rung by rung, hand over hand, they backed down the ladders. A carefully planned leap landed them safely in their swaying boats. With a whir of the motor the propellers churned the water and the boats headed toward the North Shore...

The spire of the new church in the making (replica of the old one) silhouetted against the horizon and sky was a magnet of welcome. I could imagine the bell softly ringing at the service hours and the worshippers slowly wending their way along the narrow, well-beaten paths which led from all directions to the church.

A few hundred feet eastward I could see the Grenfell Mission Station with its red roof and green walls standing firmly on a rock foundation. This was to be the scene of my future labors...

"I guess you are the new nurse we are expecting," said Sister Martin... Then, in the same breath, she continued, "any tourists aboard?" Tourists seemed extremely important. Later I discovered why. The steamer remained in harbor only long enough to unload freight. To reach the Mutton Bay Station one had to go by boat. Voluntary contributions supported the Station. The more tourists shown about, the wider the publicity and therefore the greater the contributions.

I was no coward, nor did I wish to disgrace the nursing profession, but it was with a sinking heart that finally I walked to the swinging ladder, raised my eyes heavenward, and started to back down it. Wobbling, lurching, I was grabbed by two fishermen and swung from the bottom rung into the rocking boat. The engine sputtered, the propeller
churned the water, and we chugged shoreward.

Banfill would remain on the North Shore for a full year, to return to Quebec in the North Shore again in August 1929. In the meantime, she would dispense her services for the Grenfell Mission as far as Battle Harbour, on the Atlantic coast.

**Gaspé and the "Gaspesia"**

With both the *New Northland* and *Gaspesia* now serving Gaspé, tourism was picking up. In the past, the Quebec Steamship Co's service to Gaspé had been fortnightly, but Clarke had now been providing weekly sailings for some time. Reverend Calvin McQuesten made a voyage in the *Gaspesia* in 1928 and wrote about it in an article entitled "Canoeing at Gaspé":

Senator Casgrain first gave me the idea that Gaspé Peninsula was a good place for canoeing. ... And of all the places I know for enjoying a canoe, Gaspé stands in a class by itself. I still remember my first summer there as a dream of delight. For I acted with promptness on the genial Senators suggestion, and that very day took the Clarke Steamship Company's staunch little steamer *Gaspesia* from Montreal.

And in order to lose no time after I arrived, I got my canoe, a cedar-strip Peterboro cruiser with torpedo bow, up on deck soon after we left port. And there, where I missed none of the splendid scenery, First Officer Fraser not only showed me how to take the accumulation of many coats of varnish, but himself worked on it with me, so that it was bright and shiny with its new coat by the time we reached Gaspé Village. Here I found comfortable and spotlessly clean quarters and excellent fare at the Hotel Morin.

After a history that had been more closely related with fishing, Gaspé's tourism industry was awakening and a number of hotels were beginning to open, all served by the Clarke ships steaming down from Montreal and Quebec. Nevertheless, the report of the Royal Commission on Fisheries of the Maritime Provinces and the Magdalen Islands, published in 1928, did note a difference in schedules of the Clarke ships when talking about Gaspé:

The district is at present served by two boats, the *Northland* and the *Gaspesia*, both of which run on a regular schedule; but they do not follow the same route, and the result is that at some points the service is irregular. It may happen, for example, that one boat may call at Gaspé one day, followed by the other boat the fourth day later, with no call by either boat for the next ten days.

The Department of Marine & Fisheries seemed to have forgotten the
praise of the Department of Trade & Commerce just the year before but the weekly sailings provided by the *New Northland* and *Gaspesia* were now also supported by an annual contribution of $30,000 from Quebec on top of its subsidy from Ottawa.

**Canada Steamship Lines' "Quebec" and "Tadoussac"

Canada Steamship Lines took delivery of two new ships in 1928, completing its passenger fleet renewal program. The 7,013-ton *Tadoussac* and the 7,015-ton *Quebec*, sister ships of 350 by 70 feet, took up the daily Montreal-Quebec night boat service. The *Tadoussac* replaced the *Saguenay*, which had been filling in for the *Montreal* on the Montreal-Quebec run in 1927. The *Saguenay* had moved to the Montreal-Quebec run after being replaced by the newly-delivered *St Lawrence* to the Saguenay in 1927. The *Quebec* meanwhile replaced her paddle-driven namesake, which had spent one last season on the route in 1927. A contemporary CSL brochure described the new pair as follows:

> Marine architects pronounce these latest additions to our fleet the most modern and luxurious of their type in Canadian shipbuilding history. The travelling public will find them even beyond their expectations in luxury of appointments, accommodation and service.

> With the s.s. *St Lawrence*, which was recently built for the Montreal-Saguenay service, and which proved so popular with tourists, these three new ships have set standards of luxury above that which can be found in river steamers in any other part of the world.

> The s.s. *Quebec* and the s.s. *Tadoussac* ... have been built expressly for the Montreal-Quebec service. Every room on these steamers - there are 250 all told - is an outside room with electric lights and hot and cold running water. Each room is open to the sunlight and the cool river breezes. There are staterooms with twin beds and bathrooms en suite. Every cabin has push-button service. More than half of them have private toilets.

> Canada Steamship Lines now had a totally renewed fleet, with the *Quebec*, *St Lawrence* and *Tadoussac*, plus the rebuilt *Richelieu*, in its overnight and Saguenay services between Montreal, Quebec, Murray Bay, St-Siméon, Tadoussac and the Saguenay. All four had been the work of the same naval architect, Alex Campbell, and they were easily referred to in shorthand by the first letters Q, R, S and T in their names.

> Clarke, meanwhile, with its *New Northland*, *Nayarit*, *Gaspesia* and *North Shore*, offered longer cruises to the Gulf of St Lawrence. The *New Northland's* four-day weekend cruises to the Saguenay and inter-city service between Montreal and Quebec on the ships sailing from Montreal completed
the scene.

**Clarke and Canada Steamship Lines Compete to the Saguenay**

Within two years of the *New Northland*’s arrival, Canada Steamship Lines had built three new ships and no longer had to worry about trying to compete with old tonnage. But Clarke had also now moved into the Saguenay trade. With the arrival of the new ships, only the *Saguenay* was retained, for a time, from the old fleet and the other ships were retired.

Meanwhile, the *Cape Eternity*’s Saguenay cruises from Toronto proved to be unsuccessful, mainly due to the long process of locking through the old St Lawrence canals, something that made her name into a liability. Moved to the Toronto-Prescott run as a back-up ship in 1929, there was not enough business for three ships on that run and she would be laid up in Toronto that July.

Although the *New Northland* offered only a few Saguenay sailings each summer, her 4-day weekend cruises were the longest and most luxurious Saguenay departures available from Montreal. Entertainment was also becoming more important. As cruise ships, the *New Northland* and the *Cape Eternity* had both carried orchestras and featured dancing every night. But starting with the *Richelieu* in 1923 and then the new ships, this practice spread across the Canada Steamship Lines fleet, so that all its passenger ships soon carried a live band.

For the summer of 1928, the *New Northland* now found herself sailing to the Saguenay every other Friday opposite Canada Steamship Lines' *St Lawrence*. The main difference, other than the fact that the *New Northland* carried only cruise passengers, and not a mix of tourists and travellers, was that the *St Lawrence* returned to Montreal a day earlier. That summer, between June 23 and 29, the *St Lawrence* also made a special cruise for the Union of Quebec Municipalities to Pictou, from where delegates proceeded by special train to Halifax and back. This was the first time a Canada Steamship Lines passenger ship had been to Pictou since the *Cascapedia* had served the route in 1916.

Meanwhile, to replace the cruises of the *Cape Eternity*, Canada Steamship Lines began to expand its package tour operations. Combining voyages in the new ships with stays at its resort hotels at Murray Bay and Tadoussac, one of its brochures was dedicated to "Personally Escorted All Expense Deluxe Tours." CSL offered both independent and escorted tours in combination with its steamship services, not only from Toronto and Montreal, but also from many cities in the United States. For these, they used the same "Niagara to the Sea" slogan that had been the by-line of the old Richelieu & Ontario Navigation Co.
A Special Voyage of the "Fleurus"

That summer, while Canada Steamship Lines was introducing its Quebec and Tadoussac, the Quebec Government organized a special cruise in the Anticosti Shipping Co's Fleurus. The cruise was meant to showcase "the effects of the forestry industry and the good effect of government policy" to the Quebec Parliamentary Press Gallery. Sponsored by the Minister of Lands & Forests, Honoré Mercier, and hosted by François Faure of the Anticosti Corporation, owners of the Fleurus (who was also president of Bras d'Or Bay Navigation), the Fleurus sailed from Quebec on July 25. This summer cruise, which it of course described as a "study voyage," took her to Murray Bay, Rivière aux Outardes, Franquelin, Shelter Bay, Clarke City, Sept-Iles and Ellis Bay on Anticosti Island, and was certainly an interesting way for a government to keep its press gallery on side.

One of the industry sponsors of this cruise was the Gulf Pulp & Paper Co. With its mill at Clarke City, and its president and general manager Frank Clarke located at the same 71 rue St-Pierre address in Quebec as the Clarke Steamship Co, one might ask why a Clarke ship had not been chosen? Indeed, the North Shore was scheduled to leave Quebec on the same day. As it happened, this was the voyage that saw her bring the "Bremen" back to civilization from the Strait of Belle Isle. But in any case her 12-day voyages to Blanc-Sablon were much longer than the typical 5-day voyage the Fleurus made to Anticosti. In the 1920s, the voyages of Clarke ships usually took a fortnight wherever they went and the company was obligated to maintain its contracted services.

Although Frank had been a co-founder with Desmond of the Clarke Steamship Co, he was also now associated with the company that owned the Fleurus, one that no doubt wished to impress the press with its two-year old ship. And the North Shore, although a well-maintained ship, was thirty-two years old. In addition to his duties at Gulf Pulp & Paper, in 1928 Frank became a vice-president of Canada Power & Paper Corporation, the company that controlled two-thirds of the Anticosti Corporation. The following year, Canada Power took over the remaining third of Anticosti and in August 1930 Frank Clarke and Lord Rothermere were among six new directors appointed to the board.

On the Fleurus's return, Damase Potvin published an account of this voyage under the title "En Zig-Zag sur la Côte et dans l'Ile." Potvin was also the author of "The Saguenay Trip," a little book first published in French in about 1920 and in English in 1923, which sold on board Canada Steamship Lines' Saguenay ships for a dollar a copy.

The Clarke Services in 1928
With the *New Northland* now having introduced her weekend Saguenay cruises and the publicity generated by the "Bremen" keeping the *North Shore* in the news, Clarke's operations had now settled into a comfortable routine. Clarke's 1928 Gulf of St Lawrence cruise brochure speaks for itself: -

The Clarke Steamship Company operates five distinct cruises through the Gulf. The s.s. *New Northland*, luxurious as a fine ocean liner, with palatial public rooms and spacious cabins, and a Quebec license of interest to those from thirsty lands, plies fortnightly from Montreal and Quebec to Gaspé and Newfoundland. And, on certain weekends in July and August, this vessel will also carry you on short de luxe cruises up the Saguenay River, with stops at Quebec, Murray Bay, Tadoussac and Ha! Ha! Bay.

The s.s. *Nayarit*, more informal and also with a Quebec license of interest, voyages along the North Shore as far as Natashquan and then crosses to Newfoundland.

The s.s. *Gaspesia* skirts the South Shore and Gaspé Coast right into Chaleur Bay, ending its outward cruise at Paspébiac.

The s.s. *North Shore*, once the pleasure yacht of a Russian princess, but now remodelled to fit its present duties, serves the North Shore and Canadian Labrador, sailing from Quebec and ending its run at Blanc-Sablon.

As late as 1928, the brochures were still referring to the *North Shore* as a kind of royal yacht, although this was the last time this reference was made.

Labrador Fisheries, meanwhile, continued in its own business, working closely with Louis T Blais on the North Shore. Cléophas Belvin recounted some of the Blais' activities in "The Forgotten Labrador": -

About the time that the Quebec Government became involved in the development of the inshore fishery, there was a dramatic decrease in the number of itinerant traders travelling to the are to do business. One of the few traders who continued to visit the coast after the First World War was Louis-Telesphore Blais, the son of Joseph Blais and grandson of Captain Narcisse Blais. L T Blais inherited the business from his father sometime in 1921. Shortly after, he established stores at various places along the coast, including Mutton Bay, St-Augustine River, Shecatica and St Paul's River.

Throughout the better part of the 1920s and 1930s Blais carried on his trade from Quebec City on board one of the vessels owned by the Clarke Steamship Company. He would travel along the coast and take orders from his representatives, who had received orders for food,
supplies and fishing gear from the local fishermen. Blais would then have the Clarke Steamship Company deliver the merchandise to his establishments and representatives, who would make them available to the local fishermen. He would hire a vessel to collect the salt cod, seal pelts and seal oil from the local fishermen in return for the food, supplies and fishing gear. Blais also provided supplies to many of the local merchants who have established small stores at various places throughout the region, including Kegashka, Mutton Bay, La Tabatière, St-Augustine River, Old Fort Bay and Lourdes de Blanc-Sablon.

1928 was also a year of consolidation for Clarke as the Clarke Steamship Co Ltd took over ownership of the New Northland, Gaspesia, North Shore and Labrador from the previous single ship companies. The original North Shipping Co, South Shipping Co and Eastern Shipping Co were then wound down. Where Clarke had previously acted as agents for the individual shipowning companies, all operations of the steamship company now came under one banner.

Soon, founder and president Desmond Clarke began to increase his own control over the company by buying out the shares of his brothers. As well, Desmond sometimes used the New Northland for entertaining. In 1928, for example, amongst others, he invited Georges Martin-Zédé, administrator of Anticosti until 1926, and Charles Donohue, of Donohue Brothers Ltd, who in 1927 had built the new paper mill in Clermont that used the port of Pointe-au-Pic, on a short cruise to Mont-Louis on the Gaspé Peninsula.

Labrador Huskies to the Antarctic

Travels in the Antarctic may seem a long way from life in the Gulf of St Lawrence, but as the only means of overland travel on the North Shore and in Labrador by winter was the dog sled, it was also a form of transport that was used in the Antarctic.

Thus did Frank Clarke end up donating seventy-five husky dogs to naval aviator Richard E Byrd's First Antarctic Expedition, which took the Americans to the Antarctic between 1928 and 1930. The dogs were donated in the name of the Clarke Trading Co, of which Frank was a director, and it was through them that they were acquired. The "New York Times" carried the story on August 4, 1928, under the title "Clarke Trading Co of Canada Will Collect Huskies for Polar Trip": -

The Clarke Trading Company is to collect seventy-five Eskimo dogs for Commander Richard E Byrd's Antarctic expedition, according to plans made known here today.

Frank W Clarke, associate founder of the company, which trades in Labrador, is handling the arrangements for gathering the animals at
the various posts of his company which extend from [Blanc] Sablon to
Clarke City. When the huskies are all assembled they will be brought to
Quebec on one of the Clarke Company's vessels.

Dogs such as these have for years been hauling mail from Quebec to
settlements along the northern shore of the St Lawrence during the
winter.

It had originally been intended to obtain all the dogs from Clarke City,
where there were about 200, but an outbreak of distemper had reduced this
to about twenty, making it necessary to go further afield.

While the Clarke Trading Co was rounding up dogs, Canada Steamship
Lines' ocean-going division, the County Line, suffered a loss on Saturday,
August 18, 1928, when the 4,248-ton chartered Norwegian ship Queen's
County was wrecked on Cormorant Rocks in Whiteley Bay, between
Natashquan and Harrington Harbour. Built in 1920 and taken on hire in 1926,
she was loaded with flour, and local fishermen managed to make away with
some of her cargo before salvagers arrived. The North Shore had made her
special stop at Greenly Island four days earlier, and was back at Quebec by
the time the Queen's County ran aground, while salvage operations were
under way by the time she next passed downbound. The Nayarit, on the
other hand, had left Natashquan earlier on the day of the grounding and was
well on her way to Corner Brook.

Meanwhile, as the dogs were finally loaded onto the North Shore and
on their way to Quebec, the next phase of the story was carried by the "New
York Times" in a September 1 report from Godbout headed "Byrd Dogs
Seasick Leaving Labrador": -

Seventy-nine dogs for the Byrd Antarctic expedition will reach Quebec
late tomorrow on the steamship North Shore. The dogs were rounded
up along the Canadian Labrador shore by representatives of the Clarke
Steamship Company. Three teams each of six dogs were put aboard at
Blanc-Sablon, four teams at Mutton Bay and six teams at Harrington.
Among the dogs at Blanc-Sablon were some which were used to reach
the "Bremen" flyers across the bay at Greenly Island last spring.

The dogs are mostly of mixed breeding, husky or Eskimo and
Newfoundland strains, averaging fifty to seventy pounds in weight. On
the ship most of the dogs are sea sick and home sick. They are in the
forward hold under the care of William Mescoe, photographer with
Revillon Hudson Bay expedition that filmed "Nanook of the North"
several years ago. Each dog is confined in a cage of wood and wire
specially made in the United States.

At Blanc-Sablon, they were loaded from small boats in nets in a
southwestern half-gale. The pets of the lot, Dempsey and Tunney, a
shepherd mixture, fell into the water while being loaded at Mutton Bay...

The dogs will go from Quebec to Montreal in two special cars to be attached to the Washingtonian and rushed to Hampton Roads, leaving Montreal Monday or Tuesday...

The North Shore is the only transportation vessel along the Canadian Labrador coast east of Natashquan. Rough foggy weather with head winds across the Gulf of St Lawrence has delayed the vessel. A pup was born on the vessel on Saturday morning and was named "North Shore."

On arrival at Hampton Roads, the dogs were loaded onto the 8,179-ton Norwegian whaling ship Sir James Clark Ross, one of four vessels Byrd used for his first voyage south via New Zealand. Travelling with Clarke's Labrador dogs were the dog drivers plus sixteen American Chinook dogs and forty tons of dog biscuit. The chief driver, Harvard student Norman Vaughan, had spent a year in Labrador in 1925 delivering medicine by dog sled to outlying communities for the International Grenfell Association.

Byrd later wrote in his book "Little America," that "had it not been for the dogs, our attempts to conquer the Antarctic by air must have ended in failure." The dog teams in this mission, for example, carried 650 tons of supplies inland to the new American base at Little America. Byrd's was also the first mission to take aircraft to the Antarctic. He had claimed to be the first to fly over the North Pole on May 9, 1926, a claim that was later disputed, while the Northland was still crossing the Atlantic on her delivery voyage, but he did overfly the South Pole on January 15, 1929, as the New Northland left Miami for another winter voyage to Nassau.

Of course, the Antarctic was not unknown to Newfoundlanders either. Several wooden-hulled vessels owned by St John's firms Bowring Brothers and Job Brothers had found their way to Antarctica earlier in the century, on British expeditions led by Robert Scott and Sir Ernest Shackleton. Many of these had come from the Alexander Stephen shipyard in Dundee, and were specifically designed for use in ice. As well as undertaking the seal hunt each March, they would trade to the Labrador coast, the Gulf of St Lawrence and the Arctic in the summer.

Newfoundland saw an unusual sailing that autumn when the White Star Line advertised its 18,274-ton Laurentic, built just the year before, for a special sailing from Montreal to St John's on September 29, on one of her voyages to Liverpool. Return passage to Montreal was offered either by Clarke Steamship over Corner Brook or by Red Cross Line from St John's to Halifax and then back by rail.

Aviation matters soon also began to affect Miami, when in December
1928, Pan American Airways announced that with the opening of the new Miami municipal airport it would commence daily Miami-Nassau flights in January 1929. The planes landed in the harbour at first, and passengers were taken ashore by boat. Two years later, however, a ramp allowed sea planes to disembark their passengers on dry land.

**The Canadian Labrador in the "New York Times"**

The "Bremen's" landing at Greenly Island and the donation of Labrador dogs to the Byrd Antarctic expedition had generated a lot of publicity for the North Shore, as she had brought not only the plane but also the dogs to Quebec. This attracted "New York Times" art critic Howard Devree to make a late season voyage in her in the same year. His observations were recorded in an article that appeared in the "New York Times" magazine on December 16, 1928: -

Six months of virtual winter captivity are now closing in again on the Canadian Labrador, whose bleak coast is scarcely better known to the average American than the interior of Asia or Africa... For hundreds of miles along that coast there is no road of any kind except the inshore ways of the fishing boats among the oldest rocks in the world. And even those ways are open to steamers but five months in the year; for the rest there is ice and silence, the loneliness of frozen water among the rocks and of deep snow in the untrammelled inland wilderness.

Along shore dog teams wallow their way when communication is imperative or the mail must go through. There is a telegraph line, to be sure, but it is subject to the rigors of the northern winter. Occasionally an airplane drops a sack of mail as near as may be to some lost settlement when even the dogs cannot get through. Then the frozen silence returns...

For some distance below Quebec the population is predominantly French. But as the mighty St Lawrence widens into the gulf and the southern shore disappears beyond sixty or eighty miles of blue water the fishing communities nesting by the water on the treeless, rolling, moss-covered rocks are almost entirely English. The people are offshoots of the Newfoundland fishermen, a hardy lot with the feel of the sea in their blood, wrestling the scantiest of livings if not life itself from the age-old struggle with the capricious waters.

Sometimes the shifting ice of the north clings to the shores so late in the summer, or the whales and grampus are so prevalent that the fish are driven further out, away from the nets. Then the short season's work brings so scant a return that the little colonies are in dire need...

In summer such American tourists as look for novelty and risk
discomfort to get a glimpse of something still relatively primitive may see the Canadian Labrador shore in its more smiling moments. Then the water ranges from deep blue under the bright sky to brilliant emerald green where waves break. The low-lying, rolling, rocky shores are covered with grayish caribou moss, and, where the angles of the rock form sufficient wind break, there is stunted fir...

Nor for several hundred miles is there a pier for the sturdy little coaster *North Shore* that makes her 750-mile way up and down the coast every two weeks while the July-to-December season holds. A few weather-beaten frame structures appear around a turn among the islands or as the steamer suddenly noses in toward an apparently uninhabited rocky stretch. But a couple of dull, throaty whistles work a miracle. As if emerging from the water itself a dozen broad flat power boats spring into being and cluster around the accommodation ladder. The deck engine starts working with a sound like a muffled riveter, and the long mechanical arm pulls barrels of pickled fish and boxes of canned lobster out of the small boats and deposits them in the hold. Then the arm starts filling the small boats with an agglomeration from the deck - sacks of mail, cases of cheese and soap and coffee, an occasional sewing machine or kitchen range.

And in these boats, if the weather permits, the visitor catches a first glimpse of the people who hold precariously to the thin fringe of civilization between the grim waters and that grimmer hinterland where even the Indians are few. The men standing at ease and with a strange dignity and grace in the bobbing boats, wear oilskins if the sky is lowering, or shirts and overalls of rough checkered woollens. Agile as monkeys, they step from one boat to another or down the accommodation ladder with great packages under either arm, and assume naturally, as they hoist or lower barrels of fish or drums of gasoline for the motor boats, positions that are the despair of an artist struggling with a studio model. Slow of speech, laughing, a little quizzical, they look with amusement and without envy on the knickered tourists at the rail or the sweatered and heavily coated women passengers tossing rope quoits on deck.

If the men are too busy to bestow more than such temporary attention on the steamer's handful of passengers, the women who come out in the small boats - but do not come aboard - are much more interested. They are also a sturdy, outdoor type, above average height and with something of the manner which the word pioneer conveys to the city dweller... But while the men would attract a second glance by their very garb on any city street, the women of the fishing settlements would not. The mail-order catalogue has done its work.

Devree continued his article by describing how the *North Shore* served the coast below Natashquan and its inhabitants in a little more detail: -
The Canadian Labrador, a part of Quebec Province, is not the land of Eskimos and snarling, husky dogs; they are to be met hundreds of miles further north and along the Atlantic Coast strip which belongs to Newfoundland instead of Canada... The Eskimo strain is to be seen here and there along the St Lawrence - not the Indian type of the Far West, but the Mongoloid type, broad of head, squat, with a suggestion of the countenance of the Oriental. But for the first half of the distance from Quebec to the Atlantic French is the common language.

From Natashquan to the Straits of Belle Isle, where the Atlantic tides and gales make themselves felt, the people are English. And their dogs, from which those for the Byrd expedition were recruited, are Newfoundland or shepherd, with a husky strain, second only in value to their owners boats and nets...

The coming of the steamer North Shore, the sole regular visitor to the fishing settlements, is an event in their lives. The jaded short-story writer and artist should find refreshment and inspiration in the glimpses of life along the way. At Long Point o’ Mingan, for example, a khaki-clad scarecrow may come aboard and prove to be an ornithologist from the Ottawa Museum who has come twenty miles through scrub and over rocks to meet the vessel and get bananas, chocolate and tobacco, and he may be full of the news of the discovery of the true Iroquois type in the wilds north of the St Lawrence. Or the little crippled storekeeper from "Snoggastine" (St-Augustine) may be heard explaining earnestly to a Philadelphia attorney that no one lives in the interior, that "they bide shoreside." Or the lantern-jawed mate may be heard calling out in eloquent Gallicized English to a delinquent fisherman: "Cast off! Cast off! Cripes, cats, quinine - what you do?"

In May and June, the hinterland wilderness begins to give up trappers - a few silent, hard-bitten white men and many Indians. Along the network of lakes and streams that lead to the St Lawrence they emerge with dog sleds or canoes, carrying all their capital: a pack of skins destined for some trading post. After two months the trappers disappear again.

Between Natashquan and Harrington, threading in and out through The Narrows, the North Shore takes passengers through country that gives some sense of what the young, uninhabited world must have been. Miles and miles among the islands and headlands without sight of human habitation, through passages like low-walled Norse fjords among rocks with scant vegetation, stirring only frightened wild ducks and other birds, the little vessel picks her way incredibly, with every turn threatening to lead into a cul-de-sac. And then, again out on the deep waters of the Gulf, near Greenly Island where the "Bremen" fliers landed, she lifts and 'scends on the southeastern roll of the water
which feel the Atlantic winds from across the Gulf in a sweep of hundreds of miles from lower Newfoundland and the open stretches of the sea...

Devree finished his "New York Times" article with an observation that would prove to be prophetic. It had been an important year for the North Shore, brought to the attention of the great newspaper-reading public by the flight of the "Bremen" and dogs for Byrd's expedition to the Antarctic. Devree's last words were: -

Within the next few years the moss-covered, rolling rocks of the North Shore may well become as familiar in canvas as the sagebrush and cactus of the great Southwest. At the little settlements even now small children meet the steamer every trip with armfuls of gay hooked rugs made by their silent mothers in the long winter months. Further along the coast there are snowshoes and skis to be had, and slippers and children's boots of soft fur, with occasional bargains in fox or sable for the early season tourist. Always there is a smokeless sky overhead, a silent if grim land, the restful lapping of untainted waves to soothe tired city dwellers, and a glimpse of a world a century apart from the traffic that hurtles roaring through the canyons of the great cities.

Little did Devree know that a significant increase in tourism would indeed follow his visit to the North Shore, and that within a couple of years Clarke ships would be cruising to Labrador. Meanwhile, Bessie Jane Banfill left us her memories of the North Shore's last call at Baie des Moutons in 1928: -

The last steamer of the fall brought our winter supplies. These were all we'd have until next June or July, when the ice and sea were sufficiently open for the steamer to enter the harbor again. It was absolutely necessary to check each precious piece of freight on the manifest as it was brought from the hold. Muffled in dickie and sealskin coat from head to toe, I stood on the windswept North Shore's deck... At five o'clock the last piece had been struck off the list...

Stiff and cold, I swung down the rope ladder and jumped into Uncle John's boat. The captain shouted, "Raise anchor, all hands forward." A sailor hauled up the rope ladder, the engine started... Uncle John shoved his boat away from the wash of the propeller and the North Shore swung westward while the crew shouted, "Have a good winter, see you next spring."

And we replied, "Merry Christmas - to everyone!"

As opposed to the five-month season mentioned by Devree, the North Shore had been scheduled for fifteen trips that year, a thirty-week season, or closer to seven months, starting in April and ending in November. In the spring Clarke's ships would progress down the coast as far as they could as
the ice cleared, and at the end of the season they would continue to work as long as conditions allowed, not usually going into lay-up at Quebec until shortly before Christmas.

**The "Sable I"**

The *Sable I*, which had been working to Anticosti, became available when the work there had been completed and the *Fleurus* was able to handle Anticosti's requirements on her own. Although the Bras d'Or Bay Navigation Co prided itself on its independence, Clarke decided it would like to take advantage of the first opportunity to charter the *Sable I* for its North Shore service.

This ship already had some pedigree before she started working for Clarke, having run between Boston, Halifax and St John's for a while. Named for Sable Island, Farquhar's childhood home, she had kept the name on coming to the St Lawrence in 1926. Farquhar himself had written in his book "Farquhar's Luck":-

In 1913, I went over to Scotland again to superintend the building of another steamer ... she was especially designed for ice work and intended to carry both passengers and cargo in the coastal trade. Bow MacLachlan & Co of Paisley were the builders, and I christened her the *Sable I*. "Sable I" is shorter than "Sable Island" and I liked the looks of that on her stern better. Of course I was very proud of being able to commemorate my old home ... She proved to be one of the finest coastal boats ever brought to Halifax...

Farquhar had been her original master, having stayed with the ship for a few years after her delivery in June 1914. During the seal hunt of 1917 she had been commanded by Capt Joseph Kean, who was lost in the wreck of the *Florizel* in 1918.

A vessel with dimensions of 192 feet overall by 29 feet, the *Sable I* had triple-expansion steam reciprocating machinery by her builders. Carrying 28 passengers in berths, later increased to 35, along with 650 tons of cargo, she was a notable improvement over the little *Labrador*, although not quite as comfortable as the *North Shore*. The *Sable I*'s gross tonnage now was 734.

**St Lawrence Winter Navigation**

While the Canadian Labrador closed for the winter, an effort was about to be made to extend the navigation season to the North Shore. When she went to work for Clarke, the *Sable I* would be used for some serious pioneering work. Having been designed with an ice-breaking bow to
participate in the Newfoundland seal hunt, she was to be used in the first scheduled winter service in the St Lawrence, during the winter of 1928-29.

As well as being ice-strengthened, a crow's nest high up on her foremast allowed her crew to look for leads of open water while working in ice. Neither the North Shore nor the Labrador had this feature. And even more than Clarke's own Gaspesia, which was usually employed on the Gaspé service, and would be used to open the winter service, the Sable I would eventually be chosen as the ideal ship for winter service. The new twice-monthly winter service would start at Pointe-au-Pic, head of rail for Canadian National Railways on the North Shore, and run downriver to Sept-Îles and Havre-St-Pierre.

The steaming distance from Pointe-au-Pic was about 120 miles, or almost 20 per cent longer per round voyage compared to a South Shore rail-served port such as Pointe au Père. However, Capt Joseph Boucher convinced Desmond Clarke that the prevailing winds from the north-west would help to keep a navigable channel cleared along the North Shore, thus making a winter operation feasible.

Entry to South Shore ports, on the other hand, could be uncertain because the same winds blew the ice towards the shore. As well, the South Shore at that time had no suitable ice-free port with adequate docking facilities to provide shelter for a vessel together with the needed rail sidings and shed facilities.

The Department of Trade & Commerce's annual report for 1929 gave further background to how the new service would be supported: -

After tenders had been called for, the offer of the Clarke Steamship Company of Quebec was accepted, and a contract drawn up for a service twice a month during the winter season between Murray Bay and from nine to fourteen ports on the North Shore, at a subsidy of $32,900 for four months' service.

Although the Gaspesia was to be used that winter, it was the Sable I that took the first winter sailing from Pointe-au-Pic, on December 6, 1928. On February 4, 1929, although she was only required to sail to Sept-Îles during January and February, the Gaspesia was reported at Havre-St-Pierre, the first winter that navigation to that port had kept open that long. Later that winter, she had an early first arrival at Natashquan, which she reached on April 8 on her first spring voyage. Down at the Strait of Belle Isle, however, as late as April 27, the Labrador reported being blocked by heavy ice cover extending as far as twenty-nine miles off the coast.

The new winter service was a success and details of the contract were reported in the "Canadian Annual Review of Public Affairs" for 1928-29: -
The winter of 1928-29, however, witnessed the establishment of a regular steamship service on the lower St Lawrence, a contract having been awarded by the Dominion Government to the Clarke Steamship Co Limited, to provide two trips a month from Murray Bay to Havre-St-Pierre during December and March and from Murray Bay to Seven Islands during January and February. The successful accomplishment of this service by the s.s. Gaspesia was recognized by the holding of a banquet on board on its return to Quebec from the last voyage, when the company entertained Capt Joseph Boucher.

"The Gazette" had reported on the end of the 1928-29 season on April 17, 1929, in a story headed "Winter Experiment Was Successful - North Shore Passenger and Freight Service Maintained - Captain Honored": -

In celebration of the successful conclusion of the first mail, passenger and freight steamship service ever maintained throughout the winter season on the north shore of the Gulf of St Lawrence, Captain Joseph Boucher of the Gaspesia; his assistant Captain Georges P Caron, and the officers and men of the vessel, were guests of the Clarke Steamship Company Limited, at a banquet aboard ship in Quebec on its return from the final cruise of the new service.

The Gaspesia was last autumn awarded the contract for the winter service, the first ever organized by the Government in its efforts to assist the development of the communities that have grown up along St Lawrence coasts east of Quebec. The ship has by this winter's work proved that it is possible to operate a shipping service in what were once considered closed months. In December and March the Gaspesia travelled between Murray Bay and Havre-St-Pierre, with stops at intermediate points. In January and February its run was shortened to the stretch of coast between Murray Bay and Seven Islands.

Captain Joseph Bernier, who has seen nearly thirty years service with ... vessels on both north and south shores of the St Lawrence, and who has often expressed his conviction that a winter service on the north shore and to Anticosti Island, was given command of the Gaspesia for this experimental year, with Captain Caron to assist him. In recognition of their conspicuous success in the new venture, D A Clarke, president of the Clarke Steamship Company, at the close of the banquet, presented each captain with a magnificent cigar box...

The Gaspesia is now preparing to take up the summer schedule of cruises from Montreal and Quebec around the Gaspé Coast, the first sailing from Montreal to take place next week.

Banquet guests included R A Benoit, representing Premier Taschereau of Quebec, R A Kaine of the Department of Marine, Wilfrid Clarke of the Clarke Trading Co, and J A Hanrahan of the Gulf Pulp & Paper Co, as well as
Capt Boucher himself, who had been instrumental in the success of the new service. The next winter, the *Gaspesia* would be engaged once more.

**The "New Northland's" Third Winter in the South**

While the *Gaspesia* experimented with winter service through ice, the *New Northland* returned once more to Miami for her third winter of service from Miami, and her second with Munson Lines. The "New York Times" carried word of her return in a December 9, 1928, article headed "Munson Line Adds Service - Charters New Northland for Winter Trips to Bahamas: -

The Munson Steamship Line yesterday announced that it had chartered the *New Northland* from the Clarke Steamship Company of Quebec and would increase its service between New York, Miami and Nassau, Bahamas, during the winter. Frank C Munson, president of the line, also announced the acquisition of the Royal Victoria Hotel of Nassau, which will be operated this winter in conjunction with the New Colonial Hotel.

The *New Northland* will have two sailings each way weekly between Miami and Nassau in January, and three sailings weekly in February and March...

The *Munargo* sailed from New York Friday for Miami, Nassau and Havana and the *Munamar* will sail from here next Friday...

Extensive improvements are being made at Nassau in preparation for the winter tourist season, which Mr Munson said would be the heaviest in history in view of the number of ships scheduled to participate and the passengers who have taken accommodations.

The famous American aviator Charles Lindbergh also came to Miami that season. On Wednesday, January 9, while the *New Northland* was away in Nassau, he piloted the first regular mail and passenger flight from Miami to San Juan, by way of Havana, Port au Prince and Santo Domingo. He returned to Miami on Monday, February 4, to make the first flight to Panama. This time, the *New Northland* was in port, due to depart the same day for Nassau. And on her return two days later she would bring 108 passengers to Miami, her largest load of the season yet. These included 16 Canadians, among them Rupert Simpson, of the Toronto department store family, and his wife, who had been voyaging to and from the Bahamas for a quarter century.

Meanwhile, early on the morning of Sunday, January 20, the Dollar Line's 10,558-ton round-the-world liner *President Garfield* went aground on Mantilla Reef in the Bahamas. A "New York Times" reporter managed to file a report from the rescue ship, Munson Lines' 13,712-ton South America liner *Pan America*: -
Early today the Dollar Steamship liner President Garfield, bound on a world cruise with ninety passengers, ran aground on Mantilla Reef at the northern end of the Bahama Islands group.

Tonight all those on board are safe and sound on the Munson liner Pan America, which answered the SOS sent out by Capt Quinn of the President Garfield. The call was sent out soon after 7 am, when his ship struck the reef, which is only about sixty-five miles northeast of Palm Beach...

The Pan America's wireless picked up the first call sent out by the vessel in distress. Capt George Rose immediately turned his ship to the rescue. She sped along at twenty knots for eight hours.

Before the Pan America arrived on the scene of the President Garfield's mishap, Capt Rose, who was in communication by wireless with the officers of the stranded vessel, asked that all the passengers and their baggage be put into the Garfield's lifeboats for transfer to the Pan America.

At 4:45 pm the Pan America drew within sight of the grounded ship... The entire operation, because of excellent seamanship on the part of officers and men, required only fifty-five minutes.

The Munson liner took the rescued passengers, mail and a few express packages on to Nassau, while the Merritt-Chapman Wrecking Company sent its 950-ton salvage ship Warbler from Jacksonville to assist. The New Northland, which left Nassau for Miami at 3 pm on the day of the grounding, was back in Nassau again on Wednesday, and the President Garfield arrived on Thursday, reboarding 71 of her 90 passengers to continue their cruise. Five had returned to New York in the Pan America, which had been on a special return sailing from New York to Nassau, arriving there on Thursday, while the balance left Nassau in other ships. The Pan America was then due to sail on Friday on her usual route from New York to Rio de Janeiro and Buenos Aires.

Al Capone Sails to Nassau

From late December until early April, Munson Lines kept the New Northland very busy, as they had the year before. They obviously had faith in the Nassau winter market, buoyed as it was by Prohibition on the US mainland. But one of the things that Prohibition spawned in the United States was organized crime.

On February 8, 1929, during the course of her second winter charter to Munson Lines, the New Northland embarked her most infamous passenger
when 28-year-old Mafia gangster Al Capone, together with younger brother Albert, a bodyguard and four others sailed from Miami to visit Nassau. Capone had earned $105 million in 1927, more than any other American had ever done, had bought a house on Miami's Palm Island in 1928 and was now going to Nassau to look for property there. Six days later, when he was back in Miami, seven mobsters were machine-gunned to death in Chicago in what came to be known as the St Valentine's Day Massacre. Although it was thought that Capone was responsible for this gangland killing, it was never proven.

Meanwhile, in early March, after Capone had claimed that he was too ill to travel from Miami to Chicago for a court appearance, FBI agents investigated and found a dozen witnesses who had seen him at the races in Miami, flying to Bimini and on board the New Northland during the period in question. One of their witnesses was an officer from the New Northland who had spoken to Capone while he was on the way to Nassau.

Three months after his cruise in the New Northland, Capone was arrested in Philadelphia for carrying a concealed deadly weapon, as a result of which, together with his bodyguard, he would receive his first jail sentence.

A Boom Season for Nassau

That business was busy that winter was confirmed by the February 17 issue of the "Miami Daily News," which carried a story headed "Nassau and Bahamas Enjoying Greatest Season." After mentioning the visits of Lord Beaverbrook and Lord Rothermere and other titled heads, and that the hotels had been filled to capacity with the arrival of each ship, it went on to mention how to get there:

The New Northland, the Princess Montagu and the Ena K are having the heaviest bookings for some years, and the flight on the "Flamingo route" to the Bahamas looks to be part of the established customs of the more discriminating of Florida's winter guests. Day by day the ships unload, and the greetings which sounded gaily on Biscayne Blvd a day ago can be heard on Bay St or Rawson Sq.

From New York, the Munargo has been bringing many people staying for one month or better, and the Canadian National Steamships have also brought their quota from the maritime provinces in Canada.

The "flight" on the "Flamingo route" route presumably referred to travelling by ship rather than by plane, but it would not be long before planes also joined the fray, as evidenced by the presence of Charles Lindbergh in Miami twice that winter. In fact, one of the New Northland's passengers that winter had a connection to Lindbergh. Elizabeth Morrow, arriving in Miami on
February 13, was the sister of Lindbergh's fiancée Anne - an engagement that had only been announced the previous day.

**The First "North Voyageur"**

By 1929, Clarke was making enough money that it was able to purchase another ship for its fleet. After four seasons of operating the *Nayarit* under bareboat charter, the company finally bought her outright and incorporated her into their owned fleet under the new name of *North Voyageur*.

The *North Voyageur* continued on the Montreal-North Shore-Newfoundland route and left Montreal for her first scheduled voyage under that name on Monday, May 6. One difference in her 1929 schedule was that she now spent a little more time on the North Shore, which delayed her Corner Brook arrivals from 8 am to noon. The *New Northland* still being the flagship, no fuss was made over the *North Voyageur*’s renaming, and the 1929 brochure portrayed her in a fairly routine way: -

The s.s. *North Voyageur*, a comfortable type of coastwise vessel with accommodation for upwards of 80 passengers, cruises a coast of exceptional interest on its voyages between Montreal and the West Coast of Newfoundland.

On acquiring its latest ship, Clarke made some modest revisions to her passenger accommodations on Promenade Deck. Two de luxe cabins, A and B, were added, one each side in its own house, and the Purser’s Office was moved from where B was now to an alcove off the forward end of the Lounge. A small bar was added amidships and a bathroom installed where stateroom 5 had been in the after accommodation block. This reduced the number of cabins in the after house from ten to nine, renumbered from the old 5 to 16 (with 6 and 13 missing) to 4 to 12, something that eliminated the possibility of a stateroom 13 entirely. Although the net result was just one extra stateroom and a new bar, the fares for the new de luxe cabins were double the minimum fare and about half more than her standard accommodations.

Meanwhile, with the help of Boring Travel, who had run such a cruise the year before, the *New Northland* took out another "July the 4th cruise" on June 26, 1929, this time from The "Pittsburgh Press" Travel Bureau. Fares for the 11-night cruise-tour started at $215, including Pullman car rail travel from and to Pittsburgh, lunch at the Windsor Hotel in Montreal on the day of sailing, nine days on the *New Northland*, transfers and all shore excursions. In one of its promotional pieces that appeared on May 12, the "Pittsburgh Press" explained the allure of the trip as follows: -

For those who have always desired to make an "off-the-beaten-path"
journey, this over-the-Fourth tour should be especially attractive. The Gulf of St Lawrence trip is one that comparatively few persons have taken. The regions are little known because in the past they have been taken only by small, cramped coasting steamers and by fishermen's schooners. Not even a motor road encircles the gulf. To enjoy its unspoiled charm to the fullest, one should enter, as did Cartier and Champlain, by boat.

The s.s. *New Northland* has been made available for just such a trip as was made by the St Lawrence's early discoverers. It is one of the most luxuriously equipped vessels engaged in coastwise travel; accommodation, cuisine and steward services are equalled only by those of the finest trans-Atlantic liners.

Promotional stories appeared several times in the lead-up to its cruise, which left Pittsburgh by Pullman train on June 25, including one little ditty that appeared on June 10, a fortnight before departure:

"For she's such a smart little craft" goes a song from one of the Gilbert & Sullivan operas. It might have been written about the *New Northland*, the ship which will be the home of The Press party during its trip on the St Lawrence. "Such a neat little sweet little craft," it continues and the view of one of the cabins seems to be described.

At about the same time, seeing so much new business coming from the United States, Clarke decided to open a New York office in the 26-story Hecksher Building, erected in 1921 at 730 Fifth Avenue, and the first home of the New York Museum of Modern Art. There he engaged 40-year-old S E (Eric) Wharton to be the company's district passenger agent.

Clarke had met Wharton over the winter of 1926-27, when he was with Miami agents, the Miami Travel Bureau, and the Clarke and Wharton families had travelled together in the *New Northland* at the end of the Miami season, landing in Halifax on April 18. As well as Desmond and Aline with their sons Stanley and Brock, the party had included Wharton's American wife Goldie and daughters Dorothy, Marjorie and Barbara.

Wharton had been born in England and had been living with Goldie in Prince Rupert, British Columbia, in 1916 when he enlisted with the 102nd Battalion of the Canadian Infantry. His eldest daughter had been born in Seattle in 1914 and the youngest in Canada in 1915 and 1920. Wharton was also a bit of a traveller, having completed the Yokohama to New York section of the world cruise of the 20,158-ton Cunard liner *Franconia* in 1927-28, arriving back in New York on May 31.

*A Spring Voyage in the "Sable I"*
But now, in the first week of May 1929, not long before the North
Voyageur left Montreal under her new name, two Swedish passengers, Ernst
Dahlhjel and his friend Sand, boarded the Sable I at Quebec for passage to
Sept-Iles. On his way to Labrador to do some work for the Hudson's Bay Co,
Dahlhjel kept a diary, remarking at Quebec for example that "the flavour is
French, with an appreciable American influence," and making further
observations during the voyage to Sept-Iles: -

These entries to my log are written on board the s.s. Sable I en route
to Sept-Iles, on the way to the wilderness. Sand and I are newcomers
from remote Europe, and are thus of the highest interest. We were
seen off by all the house's females when we left. ...

Travel from Quebec to Sept-Iles is by means of a coastal steamer, of
the same size as the Gotland boat Gute, called the s.s. Sable I...

In the Gulf of St Lawrence we were greeted by dreadful weather,
snowstorm, rains and mist and high and heavy seas. At full power, we
made only three miles in an hour and sometimes only a nautical mile...
For those susceptible to seasickness this was an excellent occasion for
them to retire to their berths, but I coped well myself. Sand is
completely out and currently somewhere down below...

Here on board, everything is French, the crew is French. One speaks
only French, the food is French as is also the taste. The motion and
waves keep our berths moving about as well so that we cannot use
them.

Today is Friday May 4 and as Friday is the Catholics' fish day, there is
not even a sausage on the table, just fish and fish and vegetables.

The captain has decided to take shelter here in the lee of an islet near
Rimouski to wait out the storm, for it is now almost impossible to
make progress. Writing is hopeless, for the pen travels as it wants to
and it is difficult to put my thoughts to paper. I am soaked up to the
waist, but that seems better than risking my life by going to my berth,
I would rather wait. The risk of being blown overboard seems too
great.

First thing Sunday morning we arrived and on the pier stood only a
few natives, among them one who would take charge of our bags and
gear. Sand had sent a telegram advising of our arrival, so that we
would be met... My first step was to go up to the Hudson's Bay
Company and submit my papers, and obtain my instructions, with
Sand as interpreter...

As we would not be travelling before May 18, we had good time to see
and to study the countryside here... The reason for the late start is the
long drawn-out winter that has blocked rivers with three feet of ice and covered lakes over.

The 484-ton Gute referred to by Dahlhjel was one of the steamers that connected the island of Gotland, in the Baltic, with the Swedish mainland. The Gute was smaller than the Sable I, measuring only 135 feet in length, but would have been familiar to the Swedish travellers and was a ship of generally similar appearance.

Although larger than the Otter of thirty years earlier, the Sable I could still be lively in a springtime storm, even if only four years earlier she had been engaged in deepwater service between Boston, Halifax and St John's. But at least Dahlhjel got wet on deck and not in his cabin, as Huard had in the Otter. And the hull of the stout fifteen-year-old Sable I would give another thirty years service yet.

The Bras d'Or Bay Navigation Co

With the Anticosti boom years over and not enough business to support both the Fleurus and the Sable I, the Bras d'Or Bay Navigation Co was beginning to have money problems. On June 25, 1929, Garon Pratte replaced the Anticosti Corporation's François Faure as president. Newly appointed directors included, in addition to Capt Fournier, H A Ellis of the Ellis Shipping Co, owners of the Gaspé County, and Ralph Parsons, district manager of St. Lawrence-Labrador District of the Hudson's Bay Co. In addition to its existing interests on the North Shore, the Hudson's Bay Co had just purchased from Job Brothers all of their fishing interests in Blanc-Sablon, where it also established a large store. A large part of this fishery was cod, and the Hudson's Bay Co began purchasing large stocks of salt cod from local fishermen.

Clarke of course kept an active interest in the Bras d'Or Bay Navigation Co, something that would eventually lead to it taking over management of both company and ship. Until 1932, however, Bras d'Or Bay would continue to operate from its Pointe à Carcy Wharf office in Quebec. Indicative of the difficulties Bras d'Or Bay was suffering, managing director C G Dunn departed in 1929, without remuneration, but would be back by April 1930. And on board ship, the positions of purser and wireless operator were combined to save money while there were cuts and staff reductions all-round.

The Sable I's reliance on Anticosti would be further undermined in July 1930, when all logging on the island was stopped indefinitely, the result of a dramatic fall in newsprint demand that followed the October 1929 stock market crash. Ironically, the Anticosti Shipping Co would take delivery of a large new pulpwood carrier, the 4,918-ton Port Alfred, in 1930, just as logging stopped. A beamy ship, capable of carrying 2,800 cords, or more
than two Great Lakes canallers, she would be able to do no more than transport the accumulated inventory of pulpwood before being sold at the end of 1932 to owners in Norway. Clarke's *North Voyageur*, meanwhile, also published fares to Anticosti, but the island was not included in her published schedule and calls were made on demand, and, as loggers left, became fewer. The population of Anticosti, close to 3,000 at its peak, would drop once more to just a few hundred.

Despite the situation on Anticosti, the fact that the *Sable I* could operate year-round meant that she would come to play an important role in Clarke's North Shore service. Although he would not forget his period operating as an independent, Capt Antoine Fournier, who had been with the *Sable I* since 1926, would remain in command. Louis Garnier wrote about Fournier and the *Sable I*'s role in the life of the North Shore in his book "Dog Sled to Airplane":

> When the *Sable I* was serving the Lower St Lawrence region, it was something to see, upon arrival of the boat in each village, the entire population flock to the ship and go aboard to find Capt Fournier. Young and old crowded around him to greet and question him, and the good captain smiled, joked and enquired about their health, their success at fishing, etc.

The Bras d'Or Bay Navigation Co may have been in difficulty, but the *Sable I* was a good ship to serve the Lower North Shore ports that had been covered since 1921 by the *Labrador* and the *North Shore*. In fact, she would prove such an excellent winter boat that she would remain in service longer than either of those ships. In addition to its acquisition of the *North Voyageur*, Clarke's association with the Bras d'Or Bay Navigation Co would soon see the *Sable I* coming under its direct influence. During this period, and for many years to come, Post Office contracts for winter mail service between Pointe-au-Pic and Havre-St-Pierre would be awarded to the Bras d'Or Bay Navigation Co at a fixed rate per ton.

In 1930, Clarke sold the *Labrador* to the Department of Marine & Fisheries, who intended to convert her into a lighthouse supply ship, renaming her *Mardep* in honour of the new Department of Marine that was separated from Fisheries in 1930. There, she would work with other ships such as the icebreaker CGS *Montcalm* and another former armed trawler, CGS *Loos*, resupplying lighthouses in the Gulf of St Lawrence and on the Gaspé Coast. During her government career she would work from both the Quebec and the Dartmouth, Nova Scotia, agencies at different times.

**Newfoundland Canada Steamships Ltd**

Meanwhile, a new Halifax company, Newfoundland Canada Steamships Ltd had been formed under Nova Scotia law on April 11, 1929, as the
successor to Newfoundland Canada Traders. Its managing director, W A Shaw, had spent some fourteen years with Farquhar Steamships, including time served as purser of its 542-ton Princess, a vessel it acquired from the Charlottetown Steam Navigation Co, before joining Newfoundland Canada.

That summer, Newfoundland Canada Steamships began advertising the 1,489-ton coaster Cabot Tower, a former Danish freighter that dated to 1898 and had traded on the Montreal-St John's route as the Lakefield since 1925. Cabot Tower, after which she took her new name, had been erected on Signal Hill at St John's in 1897 in order to commemorate the 400th Anniversary of John Cabot's discovery of Newfoundland.

With a sailing every 21 days between Montreal, St Pierre and St John's, this service was in addition to the company's main route between Halifax and St John's, which was maintained by the 940-ton Norwegian charter Sollund, a ship that sometimes also loaded in Charlottetown. The Cabot Tower was in direct competition with Farquhar Steamships' own 888-ton Sambro and other chartered ships they operated on the run, with both companies having representatives in the Board of Trade Building in Montreal.

**The Clyde Line Extends to Montreal**

The Clyde Line, which had started cruising to Quebec in 1927, continued to sail north from New York every summer and was soon cruising as far as Montreal. In 1929, for example, the line made nine cruises to the St Lawrence. The 5,896-ton Seminole made 12-night cruises to Quebec, starting at $140, while the faster Shawnee proceeded upstream as far as Montreal on another 12-night itinerary that began at $150. The Seminole spent three nights in Quebec, but the Shawnee only two, casting off on Friday morning for Montreal, where she would stay from 1 pm on Friday through to her 5 pm Saturday departure for the Saguenay River.

One-way sailings were also offered to New York, with the opportunity to see the Saguenay and Halifax en route. There were departures every Saturday from July 13 to September 7, with the Seminole sailing from Quebec and the Shawnee from Montreal, on alternate weeks, and fares starting at $75 from Quebec and $90 from Montreal. The ships arriving in New York on Thursdays, return one-way sailings were also available from New York on Saturdays, as were special round trip fares with stopover.

The 1925-built Seminole was one of four sister ships commissioned by the Clyde Line for its New York-Jacksonville run in 1925-26. The other three were the 5,896-ton Cherokee of 1925 and the Mohawk and Algonquin, of 1926. The Iroquois and Shawnee, built for the New York-Miami run, rounded out the Clyde Line's six-ship fleet renewal program in 1927.

As their routes and assignments changed, all six of the new Clyde Line
ships would eventually call at Miami, where they would sometimes be in port together with the New Northland. Clyde Line's advertisements for the winter of 1928-29 outlined their services as follows:

Special Winter Service from New York to Havana during January, February and March - with a day's sightseeing in Miami, en route. Attractive all-expense tours including steamer accommodations, hotels and sightseeing trips.

Also regular sailings New York to Jacksonville and Miami, calling at Charleston, SC, with additional non-stop express service, New York direct to Miami.

That spring, the Algonquin and Mohawk entered the New York-Galveston service of the Mallory Line, which which the Clyde Line would soon be merged as Clyde-Mallory Lines, adding a call at Miami in each direction. The opening of this line was recorded in the June 1929 issue of "AGWI Steamship News":

The new turbine-driven steamship Mohawk left New York on May 18 for Galveston, with a call at Miami, with a large passenger list for both of these southern cities. Her arrival at both Miami and Galveston was exactly on schedule, and on Saturday May 25, she began her northern trip, calling at Miami on Tuesday May 28.

The Algonquin, sister ship of the Mohawk, left New York on Saturday May 25, meeting the Mohawk at Miami on Tuesday, and then proceeded to Galveston, while the Mohawk continued on her way to New York.

As Mallory Line ships had previously used Key West in Florida, this was yet another gain for Miami, whose passenger traffic was still building. These were the original schedules but they would later be amended so that the New York-Galveston ships met in Miami on Saturdays, one bound in each direction.

In the winter of 1929-30, Clyde-Mallory Lines added its own Iroquois to the Miami-Havana route along with the chartered Evangeline, providing daily frequency from mid-January 1930, with two ships shuttling back and forth between Miami and Havana. Clyde-Mallory's own Mohawk replaced the chartered Evangeline on the winter run the following winter.

After the Clyde Line and Mallory Line fleets were merged into Clyde-Mallory Lines, the New York-St Lawrence cruises would sometimes be offered by just one ship and sometimes by two. In 1930, for example, it scheduled just four St Lawrence cruises for the Shawnee, while in 1931 it would revert again to eight cruises with two ships.
These cruises were represented by the Robert Reford Co Ltd in Montreal, which also booked the one-way passages between Montreal and New York, and would carry on for several years into the 1930s.

**Churchill Comes to Quebec**

In 1929, now that he was no longer Britain's Chancellor of the Exchequer, Winston Churchill was invited by Canadian Pacific to make a speaking tour of Canada. The tour would take him all the way to Vancouver, after which Canadian Pacific would land him from one of its night boats at Seattle, where the United States was in the midst of Prohibition. Churchill would visit Canada nine times in the first half of the 20th Century. Travelling with him this time were his son Randolph, and his brother Jack and his son.

Churchill left Southampton in Canadian Pacific's *Empress of Australia*, the same ship that had carried the Prince of Wales, Prince George and Prime Minister Baldwin to Canada two years earlier, arriving at Quebec on the evening of Friday, August 9. In the year that Churchill travelled in her, she was given a white hull with a blue riband.

On Churchill’s last night on board, well below the mouth of the Saguenay River, the Canadian Pacific liner passed at some distance Clarke's *New Northland*, downbound from Quebec to Gaspé on her fifth summer cruise of the season. In addition to her longer cruises that summer, the *New Northland* made six 4-day weekend cruises, of which five went to the Saguenay and one, on July 5, to Gaspé.

During their three-night stay in Quebec, Churchill toured the area and on August 11, their last night at the Chateau Frontenac, Randolph wrote in his diary: - "

From our window we can see at night the Rothermere paper mills all lit up. Papa said apropos of them, "Fancy cutting down all those beautiful trees we saw this afternoon to make pulp for those bloody newspapers and calling it civilization."

Churchill nonetheless seemed impressed by development in Canada, including the two-year old paper mill on the banks of the St Charles. The party left Quebec for Montreal on Monday, August 12, in the private rail car "Mount Royal," which had been provided to him by Canadian Pacific for his tour of Canada.

**The "North Voyageur" Goes After Whales**

In 1929, Quebec finally got desperate enough about the North Shore fishery to try to bomb the white whales, locally called porpoises, in an
attempt to drive them away and cull their numbers. A special report was carried in "The Miami Daily News" on this subject on August 18: -

The steamer *North Voyageur* sails out of Quebec for the Anticosti region of the St Lawrence bent on a destructive mission and armed to accomplish it. She will be joined there by a fleet of armed trawlers and a squadron of observation planes and aerial bombers. The enemy is the porpoise, large schools of which have been preying on mackerel, cod and other fish. The victims represent the commercial fisherman's livelihood and the government of Quebec is out to save it for him. This section of the St Lawrence is one of the finest fishing grounds of the north Atlantic; but it would not be so long were the ravages of the porpoise permitted to continue.

The *North Voyageur* carries a cargo of bombs, harpoons, depth charges, spears, machine guns, dynamite and other explosives. In six weeks' time, the length of the cruise for which the vessel is equipped, Canada hopes thus to have routed the porpoise. The planes have already been looking things over. One reports a porpoise school two miles long and a mile wide swimming at great speed up the river. The porpoise is the fastest of the finny tribe; the fish-fighters will need all their artificial aids to entrap it. Large schools will be bombed from the air. The machine guns and harpoons will take care of scattered groups.

Quebec doesn't aim, the wealth of the weapons notwithstanding, at extinction of the porpoise. The province hopes merely to make the marauder seek other fishing grounds. Norwegian and Swedish fishermen were successful in driving out the porpoise when their industry was threatened. In the course of those piscatorial conflicts specimens captured alive were tagged and returned to their native element. Some of the same fish have been picked up in the St Lawrence. The Scandinavian countries rid themselves of the porpoise only to foist it upon someone else. Canada sees no reason why the same strategy should not work this side of the Atlantic; at least she will try it. Again the porpoise taken alive will be tagged and released. Where it may turn up no one knows but the tags will afford some clue to the migrations.

All in all, the future is black for the porpoise. It must either make its raids far from the shores of civilization, where the picking may not be so good, or risk extermination. The *North Voyageur* expedition, in all likelihood, force a choice.

The *North Voyageur* had been scheduled to leave Montreal on August 12 and Quebec the next day on her eighth voyage of 1929, so it seems that some license was taken by the writer over a "six-week cruise." She had government contracts with both Ottawa and Quebec to deliver mails, passengers and cargo to the North Shore and Newfoundland. Indeed, she
was scheduled to undertake another half dozen cruises after that and a six-week absence would have taken three round voyages out of her schedule.

But it was in 1929 that the Quebec Government decided to decimate the white whales of the St Lawrence, as in July it had signed a contract with Laurentide Air Express to bomb them from the air, starting on July 29, while organizing local fishermen to go after them with rifles afterwards to drive them away. The North Voyageur presumably just carried much of the necessary equipment to the North Shore and Anticosti in the course of her normal duties. Her last trip for 1929, scheduled to leave Montreal on November 4, would leave three days late at the end of the season, with "The Gazette" announcing on November 2:

Freight for the s.s. North Voyageur sailing for ports on the north shore of the Gulf of St Lawrence and Corner Brook, Newfoundland, will be received at Victoria Pier on Thurs, Nov 7, instead of Monday, Nov 4th. Clarke Steamship Co Ltd.

Ultimately, research by Dr Allan from Harvard University and Boston philanthropist Copley Amory, who had himself canoed and snowshoed over large parts of Canada, would concentrate on finding ways to catch the whales for commercial use. In 1928, Quebec had spent $1,175 on such research, including $174.20 paid to Clarke to carry a party of four researchers to the North Shore. Meanwhile, although $100 grants were given to enable fishermen to build bigger boats so they could fish further offshore, the fishery continued to suffer until some years later, when fishermen were finally allowed to go and work in lumber camps.

By that time, Henry Beston, who travelled to the North Shore and Labrador in Clarke ships, would write about the whales from a totally different perspective in his book "The St Lawrence":

What dweller by the river, watching either from a ship's deck or the height of some great cape can ever forget the bone-white turning in the blue world of the stream? Like a wheel turning in the water, the white appears, turns and sinks in the vast plain of ripples and coiling eddies spread below...

It is in the seaward reaches of the gulf that one comes upon them in their greatest numbers. A few years ago on a bright morning of the cool north-country summer, I remember watching from a vessel a company of a hundred or more playing in the broad passage of the Mingan channel, the level, empty wilderness and its flat sky behind them to the north, and all the water for miles gay with plunging white backs and a giant mood of ocean sociability.

No longer regarded as a threat, the whales formed part of the charm of voyaging along the shores of the St Lawrence, and would one day come to
be treated as an endangered species.

**A Return to Civilization**

In August 1929, after a year on the Lower North Shore, Bessie Jane Banfill returned to civilization. Travelling once more in the North Shore, she left Mutton Bay on the 20th for Quebec, five days delayed. Her book "Labrador Nurse" recorded what it was like waiting for the mail boat to arrive and also what it was like for denizens of the coast to see civilization for the first time:

On the fifteenth, word came that we might expect the steamer on the sixteenth. That night we worked until midnight closing accounts and patients' records. Annie was going with me as far as Quebec City. We were taking with us her three-year-old nephew, Gordon, whose mother had died at another harbor. He had lived with us at the Station the last three weeks. I was to leave him with his uncle in Quebec, who later would take him to his grandparents in New Brunswick.

By ten o'clock the next morning we had our baggage at the kitchen door ready to take off at a moment's notice. Finally, at four o'clock, the telegraph operator got a message that the steamer was fogbound somewhere east of us. We ate some canned food and went to bed that night without removing our clothing.

Sunday morning the fog was so thick we could almost cut it, so we went to morning service. The service closed with everyone heartily singing, "God be with you till we meet again." As I strolled home from church I wondered if we would meet again. These people had become my people, part of my life, and my first choice would have been to stay with them. We slept in our clothes again that night, ready to leave instantly.

All day Monday, we could not get any report of the steamer's whereabouts. At midnight, fully clothed, hungry, expectant, and fatigued, we curled up on top of our beds.

Tuesday morning at five o'clock Uncle John shouted upstairs, "Herns rounding the point. There be no time to lose." We grabbed our coats, took our baggage, and locked the Station door. Tugging Gordon between us, Annie and I, surrounded by youngsters and dogs, clambered over the rocks. At the wharf, nearly half the village had gathered to bid us farewell. Amid tears, shouts, handshakes, handkerchief waving, and last good-byes, we slid down the ladder to Uncle John's boat and soon drew alongside the steamer. We scrambled up the swinging ladder to the deck and stood waving until the steamer rounded the point and the village was lost from view...
That night lying in a deck chair under the stars, I watched the beautiful northern lights twinkling and scintillating in the sky. Relaxed, without a care in the world, visiting with tourists from the outside world, we chugged over the salt water. For the first time in a year, free from night calls, I revelled in two dreamless nights.

The third night, we were wilted and groggy when we reached the dining room. Annie, Gordon, and I spent most of the next day huddled together, feeling exceedingly seasick and sorry for ourselves. At six o'clock that evening we docked at Clarke City. After a five-minute promenade on land, and after long deep breaths of fresh air, the miseries of the day were forgotten.

At Clarke City, Gordon, who had been shy and had walked about or sat on my lap, suddenly exclaimed with wide-open, solemn, black eyes, "Look at the big doggie!" On the wharf stood a horse. In Gordon's life all animals, except rabbits and seals, had been dogs; he had never seen any other animals.

At Quebec City, Gordon's eyes nearly popped out of his head at the sight of streetcars, automobiles, buses, and bicycles rushing about the streets. I expected to hear him scream when our taxi started; he never uttered a sound but in order not to miss a thing looked alertly from one side to the other.

His grandmother, who had raised thirteen children, had left the Coast the previous fall and had seen, for the first time, the same things that her grandson now saw: streets, roads, cows, horses, cars, and trains.

A year of life on the coast had passed, with a steamer once a fortnight in each direction and none in the wintertime. This would not be the last time that Bessie Jane would see Mutton Bay, however. Thirteen years later, after work in the Canadian West, the call would come once more.

A month later, on her September 18 trip to Newfoundland, the New Northland too was delayed, this time by heavy seas below Quebec. One passenger wrote from Gaspé on September 21 to her sister in New York. "We are here for only a few minutes stop, having been delayed by rough weather in the Gulf - some trip! But I didn't feed the fish." The New Northland usually berthed at Gaspé for four hours, from 7 am to 11 am, on her outbound voyage, but that trip, as occasionally happened when she hit bad weather, she stayed only long enough to exchange passengers and mail. Unlike Canada Steamship Lines' Saguenay steamers, that cruised in calm waters, Clarke ships were always subject to possible delays in Gulf of St Lawrence storms or heavy fog.
"New Northland" and "Sable I" Help Out the "Gaspesia"

On November 21, 1929, "The Gazette" carried an interesting story on the co-operation of three Clarke ships after one had got into trouble. Headed "Gaspesia nearing Quebec," it ran: -

Excellent time is being made by the s.s. New Northland, which has the rudderless s.s. Gaspesia in tow, both steamers being expected to reach Quebec some time this morning. According to reports issued by the Marine Signal Service, the New Northland is averaging thirteen miles an hour up the St Lawrence with the Gaspesia being pulled along behind her. The two vessels were reported twenty miles below Bic at 8 am yesterday and opposite Cap Saumon at 3 pm. They have covered, therefore, ninety miles in seven hours. At the same rate of progress, the two vessels should arrive in Quebec early this morning, unless they decide to anchor during darkness.

The Gaspesia went adrift in the St Lawrence when she lost her rudder in the Gulf. Assisted by the s.s. Sable I, she reached Gaspé harbor, where the tug Macsin took her in tow. The line connecting the two vessels broke on Tuesday, and the Gaspesia went adrift for several hours until taken in charge by the New Northland.

The 293-ton Macsin was a tug of the Sincennes-MacNaughton Line that had been converted from an armed trawler, with the same basic hull as the Labrador. Meanwhile, although the Gaspesia underwent repairs after arriving at Quebec, it was rather fortunate that the three Clarke vessels all happened to be in the right place at the right time.

Interest from Canada Steamship Lines

Around 1929-30, while T R Enderby was general manager of Canada Steamship Lines, he had his eyes on the New Northland as a possible acquisition for his own fleet. At the time, however, CSL did not have the cash to make any sort of offer that might have been acceptable to Desmond Clarke. It had built three new ships for the St Lawrence in 1927 and 1928, and expended a huge amount of money on rebuilding the Manoir Richelieu at Murray Bay over the winter of 1928-29, not to mention taking delivery of five new cargo ships in 1928 and 1929.

The old Manoir, built by the R&O at the turn of the century, had burnt to the ground on September 12, 1928, just after it had closed for the season. Passengers on the outbound Nayarit, Quebec to Franquelin, and the inbound New Northland, Ste-Anne-des-Monts to Quebec, would have been able to view the blaze as they passed Murray Bay that afternoon and evening. At great expense, Canada Steamship Lines commissioned a new château-style edifice, complete with copper roof, towers and turrets, and the new 325-
room hotel opened in time for the new tourist season on June 15, 1929. Clarke cruise ships, frequent callers at Murray Bay, often extended their port stays until midnight so that passengers could dine and dance at the Manoir.

The Canada Steamship Lines passenger fleet then numbered fifteen ships, consisting not only of the St Lawrence River fleet and the Montreal-Kingston-Toronto line but also three Great Lakes passenger liners running between Detroit, Windsor, Sarnia, Sault Ste Marie, Port Arthur and Duluth, and several day excursion ships. It was also said that CSL had considered sending one of its new St Lawrence ships down to Miami for the run to Nassau, but that Canadian steamship inspectors had soon put paid to the idea as they had been constructed as river vessels and not as staunch seagoing ships. The farthest one of them ever got was Pictou, Nova Scotia.

The New Northland might have made an interesting acquisition for Canada Steamship Lines, allowing it not only to re-enter the Newfoundland trade, but also to enter the winter cruise market from Florida. But this was not to pass.

**The Loss of a Furness Ship**

Each December, as the New Northland headed for her winter trade from Florida, she had to run a gauntlet of fog, rough weather and winter snowstorms on her way south. On December 18, 1929, as the New Northland was on route to New York to embark passengers for Nassau, came news of a collision between two other southbound ships, Clyde-Mallory's Algonquin and Furness Bermuda's Fort Victoria, off New York.

The "Newark Advocate" carried this story on December 19, under the heading "Rescue Passengers on Steamer - Liner Sinks at Entrance of New York Harbor - Passengers Lose All of Baggage as Doomed Ship is Quickly Abandoned":

> When their ship was rammed and sunk in the fog-ridden entrance of New York Bay, 250 passengers of the Furness Bermuda steamship Fort Victoria were safe ashore today. Including the crew, 415 persons were taken off without a mishap.

The Fort Victoria was rammed amidships by the Clyde liner Algonquin at 4:10 pm yesterday as the Bermuda-bound ship stopped off Ambrose lightship to drop her pilot. The Algonquin was outward-bound for Miami and Galveston with 189 passengers.

The pilot boats Sandy Hook and New Yorker, the first vessels to respond to the SOS signals of the two ships picked up the lifeboats of the Fort Victoria with her passengers and most of her crew of 165. Captain A R Francis and 12 of his crew remained aboard the Fort
Victoria until she sank and were rescued by one of the tugs, which were trying to keep her afloat. Of 250 passengers who lost all their baggage with the sinking of the ship, 144 were landed at Stapleton, Staten Island. Tugs landed the others at the North River pier of the Furness Bermuda Steamship Line. The steamship company obtained hotel accommodations for the passengers.

The Algonquin, with her bow stove-in but not damaged, anchored in the vicinity of the collision to wait for the lifting of fog before returning to her pier today. Her passengers remained aboard.

Despite the thick fog, which had hung over the harbor all week, the Fort Victoria left her pier on schedule at 11 am. She crept down the bay at reduced speed. Most of the passengers were below decks when the engines were stopped just outside the lower bay to permit the pilot to go over the side.

Without warning, the black bow of the Algonquin slashed through the plates of the Fort Victoria just forward of amidship, tearing a gaping hole in the port side. The ship rapidly developed a list as water poured into her forward hold and flooded the engine room, stopping the generators. An emergency dynamo was started to furnish power for the radio and a few lights.

Captain Mackenzie of the Algonquin, ascertaining that his ship was in no danger, stood by, joining his SOS calls to those of the Fort Victoria. Passengers upon landing said there was no panic or confusion, although many were frightened when ordered to don life preservers and go to their boat stations. The passengers praised the conduct of the officers and crew, saying that they appeared to know just what to do and went about the task of abandoning ship calmly. The rule of women and children first was strictly observed in filling the boats.

No lives had been lost, but the collision had occurred in the Ambrose Channel, right at the entrance to the Port of New York, and the Fort Victoria had sunk in fifty feet of water in the middle of the shipping lane. Although she settled on her side, the wreck later had to be dynamited and the pieces dragged into deeper water in order to remove the hazard to navigation.

The Fort Victoria had usually been a Bermuda ship by summer while the Fort St George cruised to Canada, but both ships had run together to the West Indies each winter. Furness Withy had meanwhile acquired the Red Cross Line from C T Bowring & Co at the end of 1928. It was not long therefore before the Red Cross Line’s 5,583-ton Nerissa, usually in the New York-Halifax-St John’s service, found herself sailing to the West Indies each winter, working with the Fort St George as a replacement for the Fort Victoria. Meanwhile, larger ships were being built for Bermuda.
The Nerissa, with a capacity for 163 first class and 66 second class passengers, had been launched on the Clyde on March 31, 1926, and had followed the Northland across the Atlantic by just a month, to become the second new ship to enter the Newfoundland trades that year. On her maiden voyage from St John's to New York, on June 5, one of her crew members was 17-year-old university student Harry Roberts. Having worked aboard the Rosalind the summer before, Roberts had been chosen as a member of the crew that brought the Nerissa across the Atlantic from the Clyde. Many years later he would be named chairman of a Clarke-affiliated shipping company serving Newfoundland.

The "New Northland" Sails for Nassau

On Friday, December 20, two days after the Fort Victoria went down, the Munargo sailed from New York on her usual weekly departure for Nassau. And three days later, on December 23, the New Northland sailed from the same berth. Both ships took on Munson Lines passengers and mail for Nassau at the Old Slip in the East River, the line's New York pier at the time. The Munamar would then sail on January 3 for Nassau and Havana, before starting her own New Orleans-Havana winter service.

After spending Christmas on the high seas, the New Northland delivered her passengers safely to Nassau, and on December 28 she left for Miami on her first crossing of the season. Her first sailing from Miami would follow on December 29.

Each winter, the New Northland moved south to Florida, and each spring back to the Gulf of St Lawrence, but in this case, Munson Steamship Lines had brought her south by using her in their own service from New York to Nassau. At other times, the New Northland would work her way north or south by cruising.

Clarke's Second St Lawrence Winter

For the 1929-30 Pointe-au-Pic winter service, the Gaspesia operated alone, leaving Quebec on December 17, 1929, to start the winter season. The Sable I, meanwhile, laid up at Quebec on December 23. On December 30, the Gaspesia was reported waiting twenty-four hours off Sept-Iles in a heavy snowstorm.

On January 1, 1930, eight days after the Sable I had entered winter lay up, the Gaspesia was at Havre-St-Pierre, and had approached to within about three miles of the wharf, where she could unload her cargo onto the ice. Eleven days later, she was reported stuck in ice at Sept-Iles, with no water in sight.
The winter of 1929-30 was one of the worst on record, with the icebreakers CGS Mikula and CGS Montcalm spending the best part of three weeks escorting two colliers, the 1,376-ton Boreas and 3,181-ton Odile, from Quebec to Sydney. After the arrival of the icebreakers and their charges at Sydney, an article in the "Halifax Herald" on January 21, 1930, reported: -

Captain Mercer of the Montcalm in an interview here tonight stated that the ice conditions in the Gulf of St Lawrence are abnormal and that the gulf is practically covered with one sheet of ice ranging from 14 to 16 inches deep. As soon as the Mikula is finished bunkering at North Sydney she will leave again for the Gulf of St Lawrence on another mission of mercy. The s.s. Gaspesia, north shore mailboat, is at present caught in the ice in the vicinity and the Mikula will make an attempt to convoy her to Murray [Bay], thence to Quebec.

On January 22, the Mikula left North Sydney for the North Shore. Meanwhile, on January 19, while attempting to reach Corner Brook with the chartered Kyle acting as icebreaker, the newsprint carrier Corner Brook had become jammed in heavy Gulf ice. Unable to move, she would drift for two months before arriving off the Bay of Islands, finally reaching Corner Brook together with the Kyle on March 19. The Corner Brook had suffered heavy ice damage during her ordeal.

On February 25, "The Gazette" commented on the Gaspesia's experience that winter, the second for Clarke in an attempt to offer year-round service: -

The lower river has been particularly difficult for those attempting to give a continuous freight and passenger service to North Shore ports from Murray Bay to Anticosti. The prevailing east winds have driven the ice to the north shore and the Gaspesia, of the Clarke Steamship Company, has encountered difficulty in keeping up a regular service. However, it has served as a convenience for business men who wished to visit various pulp and paper mills, as well as supplying residents along the North Shore with an opportunity of freer movement. Last winter the prevailing winds helped the Gaspesia in serving the North Shore and a more regular service was possible. Yesterday the Gaspesia was reported at Tadoussac.

Although the Gaspesia had usually made a few early season sailings to the North Shore before spring break-up, through experience Clarke had now determined that she was not as capable in ice as the Sable I, a ship that had been built for such work. Within just days of the report in "The Gazette" the Sable I was broken out of lay up. Indeed, the "Royal Gazette" of Charlottetown reported on March 6, 1930: -

The first steamer of the season from the port of Quebec is scheduled to leave port Saturday when the coastal steamer Sable I will sail for
north shore ports, Ellis Bay and Anticosti. If possible, the steamer will go as far as Thunder River, this depending on ice conditions...

The *Sable I* thus left Quebec on March 8 for her first trip of the 1930 season. This was much earlier in the month than the *Gaspesia* had sailed from Quebec in the past. The *Sable I*'s ice capability was one of the things that eventually convinced Clarke to buy her outright.

The usual method of winter unloading was described by René Cantin, who worked for Clarke in the 1930s and was later posted to Baie Comeau: -

Sometimes when they arrived there was a lot of ice, so they discharged the ship onto the ice at Baie Comeau, almost four or five miles from the quay. We went there with teams of horses, and had old Mr Smith from Godbout, who knew the ice to the tip of his fingers. He took out a small boat, so that he could tell us at what exact spot the ship should anchor in order to discharge at Baie Comeau.

In the Bay of Sept-Iles, they also discharged freight onto the ice. The same Mr Smith went to Sept-Iles once every ten days. The *Sable I* sailed to Sept-Iles every ten days, almost, depending on the ice. Once they were trapped at Tadoussac - they couldn't budge for nine days.

In the same vein, Ivan S Brookes, in an article in the March 1957 issue of "Steamboat Bill of Facts," described a winter photograph he had of the *Sable I*: -

It was taken probably during the early 1930s in mid-winter, and shows her unloading cargo onto the ice of some small bay, a small black steamer with two towering masts and one black funnel ringed with the four narrow white bands of the Clarke fleet. Her anchors are cased in ice and beyond her rises a low, barren hill spotted with patches of snow. Astern of her, toward the gulf, ice and overcast are blended into blank whiteness. Alongside, the men of the settlement are loading cargo onto horse-drawn sleds. What a day of excitement this must have been, with the arrival of long-awaited mailbags, new stock for the shelves of the general store and perhaps even a passenger - some member of the community returning from a visit to Quebec City! What a joyous sound the long blast of her whistle must have been, as she rounded the point, a driving snow squall behind her, and crunched her way into the ice of the bay.

Although they had now begun to receive airmail drops in the wintertime, the opening of a winter shipping service was a major step forward for the people of the region. They had previously been isolated for four or five months every winter except for the telegraph line, and a trip from Quebec to Sept-Iles by dog-sled could take up to three weeks. There were no roads to speak of, and supplies had had to be brought in for the full winter
prior to the opening of this service.

**Munson Lines tours to New York**

With the *New Northland* back in Miami again, Munson Lines' 1929-30 brochure featured an interesting "All-Expense Tour Miami to New York via Nassau":

Allowing three days and two nights at Nassau, and including hotel accommodations (American Plan) at the Royal Victoria Hotel.

Guests sail from Miami on the s.s. *New Northland* Fridays at 4:00 pm, arriving Nassau Saturday morning, stopping over Saturday, Sunday and Monday in Nassau, and embarking on the 12,000-ton ocean liner s.s. *Munargo* Monday afternoon, arriving at New York Thursday morning.

Rates of passage minimum first-class accommodations throughout, $125.00 per person, plus $1.00 tax.

This program of offering a through service between Miami and New York by changing ships in Nassau would give Clarke an idea a few years later. But in the meantime, Munson's hotel business also benefited from these bookings, including as they did a three-night stay in Nassau, ideal for those returning north who might want to visit the Bahamas on the way home.

**Miami Passenger Ships**

That winter, her fourth in Florida, the *New Northland* left Miami for Nassau as usual at 3 pm on Tuesdays and Fridays, except for high season between February 1 and March 20, when she sailed three times a week, on Mondays, Wednesdays and Fridays.

Miami also received twice-weekly calls from the Merchants & Miners Line, with its *Chatham*, *Fairfax* and *Dorchester* serving Baltimore and Philadelphia, and each ship spending a night in port. That winter, the Philadelphia ship arrived on Tuesday at 1 pm and sailed for Baltimore on Wednesday at 2 pm, while the Baltimore ship arrived at 1 pm on Saturday and sailed at 2 pm on Sunday for Philadelphia. Each of the trio made a 21-day turnaround that alternated at the northern end between Baltimore and Philadelphia.

The 1929-30 winter season had started with the *New Northland*'s first sailing from Miami to Nassau on Sunday, December 29, and as she was embarking passengers at Miami, so was the *Dorchester*. The Merchants & Miners ship left at 2 pm bound for Philadelphia, while the *New Northland*
followed an hour later for Nassau. After that initial sailing, in the early and late season, the *New Northland* would spend two hours in Miami together with a Merchants & Miners ship between 1 pm and 3 pm every Tuesday, with the American ship disembarking and the *New Northland* boarding passengers. The high season then began on Wednesday, February 5, with the *Chatham* sailing for Baltimore at 2 pm and the *New Northland* following her out of Miami an hour later for Nassau. The next week it would be the *Fairfax*, the week after that the *Dorchester* and then the *Chatham* again.

Meanwhile, every Tuesday and Saturday morning, before the Merchants & Miners ship's arrival in the early afternoon, one of the Clyde-Mallory liners would enter Miami from New York. The Saturday ship was the regular New York caller while the Tuesday sailing was the through service to Galveston. The inbound Galveston ship would also be in port on Tuesday, on her way to New York. On Tuesdays in the early and late season, the *New Northland* was thus in port with two Clyde-Mallory ships as well as a Merchants & Miners vessel, not to mention the Havana night boat.

Clyde-Mallory's *Iroquois* now operated the daily service between Miami and Havana together with the chartered *Evangeline*, while Eastern Steamship Lines' own *Yarmouth* arrived southbound from New York every sixteen or seventeen days on one of her West Indies cruises.

**The Baden-Powells Visit Nassau**

In Nassau in late September, the Munson Steamship Lines ticket office in Bay Street, run by R H Curry & Co, had been completely demolished by a hurricane that had also destroyed 456 houses and taken the roofs off several large buildings. But by the time the *New Northland* arrived in Nassau at the end of December, many of the repairs had been effected and a new ticket office opened.

About half way through that season, a wire story to the "New York Times" dated February 14, 1930, reported the role of the *New Northland* in that year's visit by Lord Baden-Powell to Nassau :-

The chief scout, Lord Baden-Powell, the chief guide, Lady Baden-Powell, and their niece arrived here today on the steamship *Alcantara*.

Miss Sylvia Bloscon, guide director of Dade County; Captain Miss Sarah Hector and fourteen guides from Miami, Fla, arrived on the steamship *New Northland* yesterday to take part in a guides' athletic meeting and to join the Nassau scouts and guides in welcoming Lord and Lady Baden-Powell...

Lord Baden-Powell, in an interview, sent special greetings to the scouts of America, saying: "I shall be in the United States and I send warm
Greetings to the Boy Scouts of the United States. I am heartily anticipating meeting those again who attended the jamboree" ... 

In a guide rally in the gardens of Government House, Lady Baden-Powell extended a special welcome to the guides from Miami.

The Royal Mail Lines' 22,181-ton Alcantara (ii) usually ran from Southampton to the east coast of South America, but Royal Mail also had a route serving Bermuda, Nassau and ports in the Caribbean. When launched in 1926, the Alcantara had been the world’s largest motorship. The Baden-Powells had first met on a cruise to the West Indies in 1912 in the 7,945-ton Royal Mail Line cruise ship Arcadian, so the situation must have seemed very familiar to them. This time, however, they would return to England via New York. Meanwhile, the New Northland’s girl guides travelled to Nassau on Munson Lines tickets, in her third season operating for them.

The "New Northland" Cruises for National Tours

At the end of her Miami season, the New Northland headed for New York, where she arrived on April 7, 1930, along with Clyde Line’s Seminole from Jacksonville and the Fort St George from Bermuda. After the New Northland left Miami, Munson Lines began advertising the Munargo and Munamar on bi-weekly sailings from mid-April. Billed as "Nassau - Overnight from Miami," the first-class fare was $20, berth and meals included, second-class was $15 and third class $12.50, all plus taxes.

Meanwhile, with Easter approaching, Bermuda was to be the New Northland's next stop. As the "New York Times" noted on April 17, three ships were due to leave New York the next day, all on charter to National Tours: -

Three steamships, the California, Tuscania and the New Northland, will leave tomorrow with 1,726 passengers on Easter cruises to Bermuda and Havana under charter to the National Tours Bureau, which asserts that it will be the largest number of tourists to leave New York in one day for a single travel agency.

The Tuscania will have 787 passengers, the largest number to leave in one ship for Cuba, and the California will have 792 for Bermuda, also said to be the biggest list on one ship for that winter resort.

The 16,792-ton California (iii) and 16,991-ton Tuscania (ii) were sister ships, owned by the Anchor Line of Glasgow.

The New Northland, for her part, under command of Capt Boucher, departed Pier 8 in the East River on April 18, carrying 133 passengers, close to a full load. Returning from Bermuda, she sailed on April 22 and arrived
back at New York on April 27, sailing the next day for Quebec and a new season in the Gulf of St Lawrence.

Only five or six years after the first passenger sailings, cruising had become an important part of Clarke's activity and the New Northland had been an integral part of that development. Cruises had thus been developed in company ships in the St Lawrence while the Gaspesia and Sable I were opening up the river to year-round navigation. Development would now follow in local services on the Lower St Lawrence.