CHAPTER 5

LOCAL SERVICES IN THE LOWER ST LAWRENCE

While developments to 1930 had revolved around Clarke’s main line services, the existence of a fleet of six ships, some of which now offered year-round service in the Gulf of St Lawrence and from Florida had given the Clarke Steamship Co a base on which to acquire and develop further shipping enterprises.

As Clarke ships made their way downstream from Quebec, they usually bypassed the ports of Rivière-du-Loup, Rimouski and Matane, which were served by rail from Quebec and Montreal. Instead, they proceeded directly to Les Méchins, Cap Chat and Ste-Anne-des-Monts and then called at other ports on the north Gaspé coast that were best served not by rail but by coastal ship. However, there was cross-river trade at Rivière-du-Loup, Rimouski and Matane in which Clarke began to take an interest.

To begin with, Desmond Clarke perceived a growing need for more reliable shipping services to connect Rimouski and Matane, which were located on the end of rail service on the South Shore, to ports on the river’s
North Shore. The farm products of the South Shore had a ready market on the North Shore with the development of new lumber, pulp and paper industries. And those same North Shore forest products companies needed labour and supplies.

Louis Blanchette in his book "La Tradition Maritime de Matane" summarized this growth for us:

For twenty years, the North Shore saw a considerable invasion of its territory by forestry companies. These are a few examples: Gulf Pulp & Paper Company, of Clarke City (1908), Ontario Paper Company, at Shelter Bay (present-day Port-Cartier, in 1915), at Franquelin (1920) and at Manicouagan (1923), the North Eastern Paper Company, at Manicouagan, the Franquelin Lumber & Woodpulp Company (1918), the St Regis Paper Company, at Godbout (1923), St Lawrence Paper Mills, at Baie-Trinité (1928) and the St Maurice Lumber Company, at Rivière Pentecôte.

During the course of the 1920s, the only real means of communication with the North Shore was shipping, the transport by vessel of men, families, materials, equipment and general merchandise of all kinds, including the horses essential to forestry operations.

While the Clarke brothers had started this development with the Gulf Pulp & Paper Co, most of it had occurred since the formation of the Clarke Steamship Co in 1921.

**La Compagnie de Transport du Bas St-Laurent Ltée**

There had been a few pretty basic shipping services operating out of Rimouski and Matane, but on December 21, 1929, a Quebec charter was obtained for a new company. La Compagnie de Transport du Bas St-Laurent Ltée, or in its English equivalent, the Lower St Lawrence Transportation Co Ltd, was incorporated at 71 rue St-Pierre in Quebec, and acquired its first ships from two previous companies, La Compagnie de Navigation Rimouski-Saguenay Ltée of Rimouski and the Heppel Transportation Company of Matane.

On April 4, 1930, the Quebec Government approved "An Act to make a grant to the Lower Transportation Company Limited, for establishing of a navigation service on the Lower St Lawrence River between the North and South Shores." This was in addition to a ten-year subsidy from Ottawa that was intended to support postal service between the two shores and was to run from 1930 through 1939.

With an investment of $105,000, Desmond Clarke held 60 per cent of the new company while Rimouski industrialist Jules Brillant, co-founder and
former shareholder in La Compagnie de Navigation Rimouski-Saguenay, took an important minority holding. The remaining shares were taken up by the Tribune Company of Chicago, proprietors of the "Chicago Tribune" and, of course, the Ontario Paper Co.

Jules Brillant, then 41, developed interests that would come to include the Amqui Electric Company, where he got his start, the Canada & Gulf Terminal Railway Company, the Rimouski newspaper "Le Progrès du Golfe," the Lower St Lawrence Power Co Ltd and several telephone companies and radio stations in Rimouski and New Brunswick. The local radio station, opened in 1937, would be called CJBR for "Canada Jules Brillant Rimouski" and in May 1944 he would found l'Ecole de Marine de Rimouski, a training school for ships officers that would later become l'Institut Maritime de Québec.

With Brillant as president, Arthur Schmon, president of Ontario Paper, as vice-president, and Desmond Clarke, director and controlling shareholder, the Lower St Lawrence Transportation Co signed contracts with the federal and Quebec Governments. These provided for a service of three ships to connect the South Shore ports of Rimouski and Matane with an area from Forestville to Sept-Iles on the North Shore, an area larger than that served by its predecessors. Originally, the contracted services were threefold: (1) between Rimouski and Pointe-aux-Outardes (2) between Rimouski and points between Baie Comeau and Baie-Trinité and (3) between Matane and points between Baie-Trinité and Sept-Iles. Several years later, the Rimouski to Baie-Trinité route would be extended to Sept-Iles, to serve the same ports that were served from Matane, but for the first few years it terminated at Baie-Trinité.

**South Shore Terminal Ports**

Rimouski and Matane, the two South Shore ports to be used by the new company, were about sixty miles apart by road and were described by Gordon Bugbee in his "Drifting Down the St Lawrence." He wrote first about Rimouski, which was on the main line from Montreal to Gaspé: -

Rimouski is a very old town and a busy one. It boasts of being the seat of a judicial district, the seat of a bishopric, the home of a cathedral, a seminary and an agricultural school, and a landing port for air service. Those who are not employed by these concerns are engaged in the lumber, pulpwood and woollen industries.

A few miles further down the steam is Pointe au Père, or Father Point. It was here in 1914 that the *Empress of Ireland* met disaster and more than eleven hundred people lost their lives. If you were on an ocean liner you might notice the stopping or slowing up at this point. Should you enquire the reason, you would be informed that they were taking
on or setting ashore the pilot whose business it is safely to guide the vessel between here and Quebec.

Rimouski Airport had developed after float planes had been used to fly the mails from liners arriving at Pointe au Père as well as to departing liners. The first such mails had been taken from incoming Canadian Pacific liners in September 1927 but after problems with the float planes the pilot boat just took the mails to Rimouski Airport, to be flown to Montreal on conventional wheeled planes. Since 1928, commercial airliners had been flying the route on a schedule that coincided with ship arrivals and departures.

Meanwhile, sixty miles further down the road, Bugbee described "the village of Matane, with its five thousand souls":

The town has a good harbour from which steamers make several weekly trips to the mystery towns across the river. A spur of the Canadian National Railway extends from Mont-Joli to Matane, but from there to Gaspé village, a distance of two hundred and seventeen miles, there is no rail service. The town has an excellent up-to-date hotel and lays claim to being something of a summer resort.

The town was sometimes called Matane sur Mer, but only by its summer residents. The rail spur was operated by Brillant's Canada & Gulf Terminal Railway, as the main line from Montreal to Gaspé had turned south after passing through Rimouski and Mont-Joli to cross the Gaspé Peninsula to Matapedia Junction and take a more southerly route to Gaspé along the Baie-des-Chaleurs.

The "Mayita"

The Lower St Lawrence Transportation Co's first three ships were all motorships, all of whose names began with the letter "M" and were acquired from their former operators in the local trades.

The first two, the 112-ton Mayita, purchased from Joseph Arthur Fafard, and the 85-ton Manicouagan, from La Compagnie de Navigation Rimouski-SaguenayLtée, joined the fleet at the end of 1929. Fafard had been the main founding shareholder of La Compagnie de Navigation Rimouski-Saguenay, established in 1924. Although we know him already as the owner of the Natashquan between 1907 and 1914, Fafard did not take an interest in the Lower St Lawrence Transportation Co.

La Compagnie de Navigation Rimouski-Saguenay had operated the two ships out of Rimouski. The Mayita (Capt Hovington) sailed on Mondays and Thursdays for Bersimis, Franquelin, Godbout, Baie-St-Nicholas and Baie-Trinité, and the Manicouagan (Capt Plante) on Tuesdays and Fridays for Bersimis, Pointe-aux-Outardes, Manicouagan and other outports in the
Manicouagan Peninsula, including Ragueneau.

The *Mayita*, a twin-screw former steam yacht with a composite hull, and dimensions of 135 feet overall by 16 feet, was the oldest, having been built by the Charles L Seabury Company of Morris Heights, New York, in 1899. She had been the second of that name to come from the same builder in three years. On May 20, 1896, the "New York Times" had written about the first after her launch: -

The steam yacht *Mayita*, built for Louis Bossert of Brooklyn, was launched from Charles L Seabury Co's yard ... yesterday afternoon. The *Mayita* is a twin-screw boat, 85 feet long overall...

For a boat of her size the *Mayita* has lots of accommodation. The owner's quarters are in the after part. Abaft the engines are two staterooms, one on each side of the boat, finished in hardwoods and very completely furnished. Then comes the main saloon, fitted with sofas that can be used as berths, with lockers underneath.

The second *Mayita* was also owned by Bossert, a Brooklyn lumber magnate who used her on business trips from his summer home in Far Rockaway, then a fashionable area of Long Island. Both were named for his daughter May and on acquiring the second he sold the first to Seward Webb. For a time, "Lloyd's Register of Yachts" listed the new yacht as *Mayita II*, but this may have been an error. The *Mayita (ii)* was mentioned in the "New York Times" on April 19, 1901, when she was sold to new owners: -

The one-hundred-and-thirty-five-foot twin-screw steam yacht *Mayita*, which Messrs Frederick Uhliamann and Edward C Schaefer, New York Yacht Club, have purchased from the down-town office of Seabury & Co, has been taken away from McIntosh's basin, foot of Twenty-Sixth Street, South Brooklyn, to Morris Heights, where she will be hauled out on the marine railway today and prepared for commission.

By 1906, the *Mayita* was owned by a Mr Mason, and eight years later, in 1914, she was reported on "a cruise to Labrador" under command of Capt Clarence Coalfleet of Hantsport, Nova Scotia, who had been a master in sail. She either remained or returned north as she was acquired by Léger Picard in 1917 and enrolled at Quebec on June 2. Thereafter, she was variously reported taking on coal at Montreal or laying up for the winter at Lévis, and by 1921 was owned by the A Mackay Co of Quebec.

In 1926 and 1927, she was chartered by the Canadian Customs Preventive Service for use as a patrol boat seeking out rumrunners in the Baie-des-Chaleurs. This was just temporary work, however, until new vessels could be built for that purpose.
The "Manicouagan"

The Manicouagan, a clipper-bowed wooden-hull vessel, was the newest of the Lower St Lawrence fleet, and a product of the coaster shipyard at St-Laurent, Ile d’Orléans. A 1924 issue of "Canadian Railway & Marine World" shortly after her launch announced her arrival as follows:

The s.s. Manicouagan was launched by Chantier Maritime de St-Laurent Ltée (St Lawrence Shipyard Co), St-Laurent, Isle of Orleans, Que, recently, with a religious ceremony conducted by the Roman Catholic parish priest. She is 80 ft long, 20 ft wide, 7 ft deep and of 75 tons burthen, and is driven by a motor engine. She is intended to furnish a new service between Rimouski, Bersimis, Manicouagan and other points on the south and north shores of the St Lawrence River.

The Manicouagan resembled a yacht herself and had cost $24,000 to build. This ship featured early in the Lower St Lawrence Transportation Co's existence as in 1930 a new wharf was built at Pointe-aux-Outardes, a few miles outside Baie Comeau. Onto this wharf she landed a hundred families coming from other parts of Quebec to settle there and build a sawmill for the Ontario Paper Co.

The "Marco Polo"

The third ship, the 141-ton Marco Polo, was purchased in 1930 from the Heppel Transportation Co of Matane, a company that had also been formed in 1924. She was the largest in tonnage of the new Lower St Lawrence ships and had dimensions of 99 by 24 feet. She was acquired to serve the North Shore from the Matane.

A former Norwegian wooden auxiliary schooner, completed in 1920 by A/S Tangen Vaerft, Tvedestrand, as the Vita, she had crossed the Atlantic and arrived at Montreal from Norway on July 10, 1924, after having had to turn back three times. At the end of her delivery voyage, Alfred Jergensen, manager of her new owners, Montreal's Ste Anne Lumber Co Ltd, had met the Vita as she arrived and announced that she would be renamed Marco Polo after that other great adventurer.

Her other namesake was a famous Canadian-built clipper ship, built at Saint John, New Brunswick, in 1851. The three-masted 1,625-ton Marco Polo had set several records for the Black Ball Line of British and Australian packets, in which trade she participated for fifteen years, and it is said that probably one in twenty Australians can claim an ancestor who sailed in her. Switching to cargo in 1867, she had entered the Quebec timber trade and later in life was acquired by Norwegian owners. Her thirty-two years at sea had finally ended, however, when she sprang a leak in the Gulf of St Lawrence on July 22, 1883, and was run aground near Cavendish, Prince
Edward Island, in an attempt to save the ship and her cargo. Both were sold at auction in late 1883.

Now registered in Canada, the newer and much smaller *Marco Polo* was used by the Ste Anne Lumber Co to carry product between its mill at Ste Anne de Beaupré and Montreal, Quebec and other ports on the St Lawrence.

She had then passed to the St Lawrence Transportation Co Ltd, also of Montreal, and had finally been purchased by local coastering captain J Elzéar Heppel in 1928. At some point, the *Marco Polo* had some passenger accommodation added. Heppel's earlier vessels had included the 74-ton *J E Heppel* (1905), 81-ton *l'Odilus* (1919), 44-ton *Pucelle d'Orléans* (1920) and 65-ton *D Toussaint* (1924).

**The De Monts Shipping Company**

Another local service had been started from Matane two years earlier by the St Regis Paper Co, when it had established at Godbout in 1927. This service had originally used the 61-ton motor schooner *St Regis* but when St Lawrence Paper Mills opened up at Baie-Trinité in 1928, the two companies decided to work together, forming the jointly owned De Monts Shipping Co Ltd at Montreal in 1929.

In May 1928, Joe McAffrey joined the International Paper in New York in charge of that company's woodland operations in Canada, where it was busy loading ships with pulpwood logs at Gaspé, Pentecôte and Batsican in Quebec, as well as Dalhousie, New Brunswick, and White Bay, Newfoundland. The pulpwood was shipped to various paper mills using the ports of Quebec, Trois Rivières, Ogdensburg, New York, and Portland, Maine. McCaffrey remembered the North Shore scene at this time in an interview he gave to the Forest History Society in 1964: -

Pentecôte, on the north shore of the Gulf of St Lawrence had to be reached by boat or by dog team in winter. There were schooners that went across from Matane, a distance of about fifty or sixty miles, and coastwise steamers operated by the Clarke Steamship Company on the north and south shores of the St Lawrence River and Gulf of St Lawrence. They had weekly service in the summertime, sometimes semi-weekly. At Pentecôte we had an operation much the same as the others, although we had 550 square miles of timberland there and were planning, prior to the depression, to build a new wood handling plant. This was not actually built until several years later.

The De Monts Shipping Co soon replaced the small schooner *St Regis* with the much larger former Anticosti steamer *Savoy*, acquired from the Anticosti Shipping Co to run from Matane to the St Regis Paper and St Lawrence Paper Mills' North Shore installations at Godbout and Baie-Trinité.
While the *Marco Polo* also ran from Matane, the founding of the Lower St Lawrence Transportation Co had provided these mills with a backup for their own *Savoy*. It also provided them with an opportunity to withdraw from shipping should they later find that it didn't fit within their other activities.

**Lower St Lawrence Transportation acquires the "North Shore"**

After a couple of seasons operating with three small ships from Rimouski and Matane, the Lower St Lawrence Transportation Co realized it would have to supplement and eventually replace this fleet of small and varied tonnage. At the end of 1931, therefore, it purchased Clarke's *North Shore*.

As the *North Shore*, *Manicouagan* and *Mayita* all had clipper bows it gave the new company the appearance of being a fleet of yachts. The *Marco Polo*, however, was a straight-stemmed workhorse engine-aft type coaster, and while a handsome vessel in her own right, she was definitely not a pleasure yacht. This new arrangement would only last for one season, however.

The season opening in 1932 thus saw the *North Shore* trading from Rimouski in the local cross-river service to North Shore ports between Baie Comeau and Sept-Iles. The little *Mayita*, no longer required, was sold and the company continued with three ships.

Meanwhile, at Sept-Iles on Monday August 8, the *North Shore* took on board a rather unusual consignment of British mails bound for Southampton. This cargo, which she carried across the St Lawrence to Rimouski, was a trial shipment of air mail that had been intended to catch the 42,348-ton Canadian Pacific flagship *Empress of Britain* as she passed through the Strait of Belle Isle. But the mail plane had been prevented from reaching the Strait because of fog and landed about fifty miles short, at St-Augustin, before returning to Sept-Iles. Immediately the *North Shore* arrived at Rimouski, the mails were sent by rail to Montreal, to be loaded onto the night train for New York and Cunard Line's 45,647-ton *Aquitania*, sailing the next day. Although they had been carried on five planes in relay, two ships and two trains, the revised routing caused an overall delay of only about twenty-four hours in getting the mails to England.

But the *North Shore*’s time with the Lower St Lawrence Transportation Co was soon interrupted. In the middle of the Depression, in 1933, the Clarke Steamship Co decided to leave the *North Voyageur* laid up at Quebec. Consequently, they needed another ship to operate the North Shore service as far as Natashquan and the *North Shore* was of course an ideal candidate. The Lower St Lawrence Transportation Co, whose own business was lagging, then agreed to charter the *North Shore* back to Clarke for the 1933 season.
so that it could provide the Natashquan service from Quebec.

While Natashquan was beyond the trading area of the Lower St Lawrence Transportation Co, the North Shore was more than familiar with that coast, having sailed there every year from 1921 until 1931. When she reappeared in 1933, however, she remained in her Lower St Lawrence Transportation Co colours of buff funnel with a black top rather than the four familiar Clarke stripes.

Thus, after an absence of only one season, the North Shore was back running from Quebec again, together with the Sable I, which now took the North Voyageur's usual sailings from Montreal. This left the Lower St Lawrence Transportation Co with the Manicouagan and Marco Polo, plus whatever tonnage it could find locally, to handle the remaining cross-river trade from Rimouski and Matane.

The Loss of the "North Shore"

On August 9, 1933, the North Shore returned to Rimouski for a special voyage that had been booked to take Archbishop Andrea Cassulo, apostolic delegate and the highest representative of the Roman Catholic church in Canada, and a large delegation to the North Shore.

Other passengers included Mgr Leventoux, apostolic vicar of the Gulf of St Lawrence, and several priests from Quebec and the North Shore, as well as the archbishop's secretary. Pierre Casgrain, federal member of parliament for Charlevoix and L A Richard, Quebec deputy minister of colonization, represented the government.


In the course of the voyage, while en route from Sept-Iles to Godbout on August 12, at about 4:30 pm local time, the North Shore hit bottom in heavy fog. She had run aground near Ile Chouinard, a rock outcropping at les Ilets Caribou, not far from Baie-Trinité, and about 235 miles downstream from Quebec. The "New York Times" carried the news in a story from Ilets Caribou dated August 13 that appeared in its issue of the following day under the title "Churchmen Saved in Quebec Wreck": -

The small coastwise passenger steamer North Shore was pounding itself to pieces on a reef near here tonight, while a party of Roman Catholic dignitaries, headed by Msgr Andrea Cassulo, Papal Delegate to Canada and Newfoundland, were safe at Rimouski, after a thrilling rescue from the vessel by boats manned by fishermen and the ship's
While mist curled from this island-studded portion of the St Lawrence, the North Shore, owned by the Clarke Steamship Company, struck a reef at 5 o'clock yesterday afternoon. The exact cause of the accident is not known, but it is believed that the ship's compass was affected by magnetic current.

Under orders of Capt Joseph Hovington and the supervision of Colonel Frank Stanton, secretary-treasurer of the Clarke Company, the passengers were all safely disembarked.

They spent the night in homes of residents at Pointe des Monts, fifteen miles from this island, and this morning boarded the steamer Marco Polo and proceeded to Matane, and thence by train to Rimouski.

Capt Hovington and his crew of twenty-one men remained aboard the North Shore overnight, but were forced to abandon her today. She suffered a large gash in the bow and remains tilted precariously on the reef.

The salvage ship Lord Strathcona was on her way here tonight from Quebec to attempt to tow the vessel off the rocks.

A reprint of a more detailed account of the North Shore's last voyage appeared in the May 1969 issue of the historical review "La Côte-Nord" and read in part: -

On August 9, 1933, the Clarke Steamship Company vessel, commanded by Capt Joseph Hovington, one of the better sailors in the St Lawrence, sailed from Rimouski and headed for sea.

At the request of Mgr Leventoux, apostolic vicar of the Gulf of St Lawrence, the company had offered this voyage to His Excellency Mgr Andrée Cassulo, apostolic delegate to Canada (1927-1936), for an official visit to the outposts of the North Shore. An escort of priests and of laity had taken berths on the steamer, hosted by the company, and looked after by Colonel Frank Stanton, secretary treasurer...

The itinerary included calls at Port Menier, Anticosti, and August 10th at the episcopal city of Havre-St-Pierre, the 11th at Rivière-au-Tonnerre, the same day at Sept-Iles and finally, Godbout. All went according to plan until Sept-Iles. Glorious weather had allowed a most pleasing cruise to the distinguished visitors, and everywhere, extraordinary and touching displays had marked the passage of the papal representative.

On August 12, at 11 o'clock in the morning, the North Shore left Sept-
Iles for Godbout, on the last leg of the trip. Four passengers had boarded at Sept-Iles, Henri Bélanger and Henri Bourget, both Quebec engineers, Dr Gill, a geologist from McGill University and a student from the University of Toronto. Two Grey Nuns had also embarked on her departure from Havre-St-Pierre. Godbout was intended to be the last stop.

The faithful of this part of the coast still waited to greet their distinguished visitor... Godbout...had been "copiously" decorated. Dressed boats, flying flags and full of parishioners, awaited their time to go out to escort the North Shore, welcome the delegate and receive his blessing, just as they had at Longue Pointe de Mingan, at Rivièreme St-Jean and at Magpie. The lighthouses of Caouis, Ile aux Oeufs and Pointe des Monts were all ready to greet the voyagers with flags and sirens. But the demonstrations were not about to happen, with the delegation passing by Rivièreme Pentecôte at about three thirty in the afternoon, in fog...

Soon after passing Rivièreme Pentecôte, without warning, the North Shore struck the unseen rocks. The whole village could hear the noise of the grounding, but nothing could be seen because of heavy fog. The first to reach the stricken ship, guided through the fog by the grinding noise of steel against rock, were François and Roland Chouinard and Johnny and Léon Jourdain, while others soon followed.

A banquet had been planned on board the North Shore for 6 pm that day, so arrangements were made for the food to be taken ashore in boats and the banquet proceeded on dry land at 9 o'clock that night. The unexpected visitors were ushered into the homes of local villagers and made to feel welcome. The article in "La Côte-Nord" continued: -

Rescuers and crew had plenty to keep them busy. Out at the point of the islet, activity carried on ceaselessly. The crewmembers, who had not abandoned their distressed ship, moved about on board, holding fast to the decks. In the evening, the seas began to increase. They managed despite the odds to secure the vessel to the shore by a solid cable. The ship moved about increasingly in the east wind and pounded on the rocks. The lights constantly dimmed. Towards midnight, the captain gave the order to secure the breech's buoy to the stretched cable that held the vessel to land, to be ready for any eventuality.

Meanwhile, the North Shore held fast on the rocks. The next day being a Sunday, Archbishop Cassulo celebrated a mass of thanksgiving in the chapel of les Ilets Caribou, and that same afternoon the stranded visitors were rowed out to the Marco Polo for their return to Rimouski. Called in by Colonel Stanton, the Marco Polo, under command of Capt Heppel, had arrived in the morning, but had to wait for the fog to lift before being able to board
her new passengers that afternoon.

With the papal delegate making his first visit to the North Shore, combined with the fact that there was press on board, the grounding received extensive press coverage. Damase Potvin was no stranger to travel by ship, having written two books based on voyages, but thankfully he did not write another. Cassulo himself was appointed the papal delegate in Bucharest, Romania, where he would play an outstanding role in defending the Jews of that country from persecution.

Aftermath of the Grounding

An August 14 report in Quebec's "Le Soleil" speculated that iron deposits in the area might have caused her compass to deviate from normal readings. Whatever had led to the grounding, Capt Hovington, as a local shipmaster, was more than familiar with these waters. His family name went back a century in the St Lawrence, the first Capt Joseph Hovington, a native of England, having built the Hudson's Bay Co schooner Saguenay in 1835 and commanded their Otter in the 1840s. These two vessels had traded between Quebec and company posts in Tadoussac, Sept-Îles and Mingan.

The North Shore took quite a beating on the rocks. Numbers 1, 2 and 3 ballast tanks were full and the after peak was taking water. The engine and boiler rooms were dry but the starboard shaft tunnel was flooded and number 3 hold was leaking. The Marco Polo returned to stand by, but the North Shore remained fast for four days until finally being refloated on August 16 by the Lord Strathcona. On that day, the New Northland was at Harrington. She had been at Corner Brook on the day of the grounding, and would pass the North Shore inbound shortly. The Gaspesia was inbound at Quebec on the day of the grounding.

The August 18 issue of the "New York Times" carried an item filed from Baie-Trinité on August 17:

Towed by the salvage tug Lord Strathcona, the steamer North Shore, owned by the Lower St Lawrence Transportation Company, limped into port today for repairs. The keel of the vessel, smashed when she grounded on a reef off Caribou Island, 235 miles below Quebec, will be repaired to permit the North Shore to return to Quebec. There the vessel will be completely overhauled.

Temporary repairs had allowed the North Shore to sail for Quebec under her own power, but she had then ran out of coal and had to be towed the rest of the way. Although refloated, her future had already been decided for her. The drydocking at Lévis revealed the worst - the damage was far too serious to warrant repair.
Once the truth was known, her main staircase and much of her wooden panelling and other fittings were removed for installation in buildings ashore or for use in other company ships, and at midnight on September 6, she crossed the river under her own power to the Customs Pond at Quebec. There, she took on bunkers for her final voyage, departing at 7:30 am on September 7 for Sorel, where she was dismantled after more than a dozen years of faithful service to the communities of the North Shore.

Part of the *North Shore*, her huge ship's wheel, has been preserved at the Musée Maritime du Québec at l'Islet-sur-Mer. On it, in Russian, can still be read "Olga Konstantinova," a reminder of her origins. Also preserved here is a brass loudhailer used by Capt Joseph Boucher, one of her early commanders. He had obtained this item from the 1,221-ton Norwegian barque *Signi*, which was wrecked near Pointe des Monts on the North Shore on November 14, 1908, on a voyage from Rivière-du-Loup to Buenos Aires with timber. The same *Lord Strathcona* that had just attended the *North Shore* had also attended this wreck, twenty-five years earlier. After the loss of the *North Shore* close by on the same coast, perhaps Capt Boucher felt the loudhailer would be better left at l'Islet, eventually to become an exhibit in Quebec's maritime museum.

Almost two years after the wreck, on June 3, 1935, Mgr Leventoux returned to les Ilets Caribou to unveil a plaque in the local chapel, commemorating the unexpected visit of the apostolic delegate. Later that same day, a cross was dedicated on Ile Chouinard to mark the spot where the *North Shore* had run aground. The little *Pucelle d'Orléans*, under Capt Christophe Chouinard, took attendees out to Ile Chouinard, and returned to Pentecôte with Mgr Leventoux after the ceremony. This "North Shore Cross" disappeared from view about 1960, a victim of twenty-five years of sea and ice.

**The "Fleurus"**

Clarke needed to replace the *North Shore* immediately and quickly found a suitable candidate in the Anticosti Shipping Co's *Fleurus*, which it chartered to work together with the *Sable I* to the North Shore. The *Fleurus* arrived at Natashquan for the first time on August 21, nine days after the *North Shore*'s grounding to take her usual Monday call.

Since it was the height of summer, some Anticosti passengers might have been inconvenienced, but who better than Clarke to accommodate them if they didn't like the change in itinerary? By this time, the *Sable I*, which had been serving Anticosti en route to the North Shore, had been joined by the *Gaspesia*, which had added a call at the island on her way to the Gaspé coast.

Since she was fitted with comfortable passenger accommodation and
had a good cargo capacity, the *Fleurus* was an eminently suitable replacement for the *North Shore*, but could only be a temporary one as she was needed back by her owners. Meanwhile, the Lower St Lawrence company had to get down to the task of planning a long-term substitute for the *North Shore* with which to maintain its own services.

In 1934, the Clarke Steamship Co would bring the *North Voyageur* back into the main line schedules to Natashquan, with the *Sable I* working opposite her, so assistance from the Lower St Lawrence Transportation Co was no longer required.

Meanwhile, the *Manicouagan* and *Marco Polo* managed to cope with the Lower St Lawrence Transportation Co's cross-river services while preparations were made for construction of a new ship to be delivered the following year. Like the *North Shore*, the new ship would also be built at Newcastle upon Tyne.

**The "Jean Brillant"**

A brief announcement of the launch of the planned replacement for the *North Shore* was made on December 17, 1934, with the report appearing in "The Gazette" on December 18, just a week before Christmas: -

The Lower St Lawrence Transport Company tonight announced it would soon have launched in England a steamship for its Rimouski-Trinity Bay service. The craft will arrive at Halifax during the winter and would have a speed of 15 knots.

The purpose-built 640-ton passenger and cargo ship had been ordered from Swan Hunter & Wigham Richardson earlier that year. Clarke had been happy enough with the *New Northland*, which Swan Hunter had delivered eight years earlier, to return to the same yard for its latest order. The $200,000 vessel would not be steamship as reported, but a single-screw steel motorship, strengthened for navigation in ice, with two decks, nine bulkheads, a cruiser stern and a cellular double bottom under her engine room.

She would be classed for service in the Gulf of St. Lawrence and to Newfoundland from April 1 to November 21, and equipped to carry 148 passengers, plus a reasonable cargo. Designed with dimensions similar to Clarke's *Sable I*, she had a length of 169 feet overall and a beam of 29 feet. A single hatch supplied with a three-ton derrick gave access to 15,300 cubic feet of cargo space plus 900 cubic feet for refrigerated cargo.

Her name was chosen from a contest, as announced in the Rimouski newspaper "Le Progrès du Golfe" on December 7: -
The company has one important task to complete before placing its new ship into service: it needs to choose an appropriate name for her. Who can suitably name this ship? Who will be able to find a name for her that will be symbolic? In order not to rule out any chance of choosing a suitable name, La Cie de Transport du Bas St-Laurent has decided to draw on the imagination and judgement of all those who take an interest in such things in order to choose her name. It is thus organising a public contest and offering the following prizes for the best suggestions put forth: First prize: $75, second prize: $50, third prize: $25, and five fourth prizes of $5 each... The contest will last from the date of this announcement until next January 1. Good luck to all contestants!

The result was a tribute to Lieutenant Jean Brillant VC MC, the late brother of company president Jules Brillant. As a 28-year-old officer of the Royal 22nd Regiment he had taken part in the battle of Amiens in France in 1918. On August 8-9, though severely wounded on three occasions in the same action, Brillant had continued to organize and successfully lead his men in a difficult operation against superior enemy forces. For this, he was posthumously awarded the Victoria Cross, the highest recognition of gallantry in the face of the enemy that can be awarded to a member of the Commonwealth forces. He was also awarded the Military Cross for bravery in action at Boiry-Becquerelle, about 110 miles north of Paris, on May 27-28 1918. His remains rest in the military cemetery at Villers-Bretonneux, east of Amiens.

**The New Motorship**

The Jean Brillant was the first of many motorships that would be ordered by Clarke companies and Clarke’s superintendent, William Percival, was sent to Newcastle for the duration of her construction to supervise her completion to Canadian design. As the first diesel ship to be built for the company, it is appropriate to note what the shipbuilding publication "The Motor Ship" had to say about her: -

The vessel was designed for two-day round trips between ports on the Gulf of St Lawrence, especially on the north coast where there is no railway, and for occasional voyages to Newfoundland and yachting and fishing trips on Canadian rivers. She is classed Lloyd's +100A1, with freeboard for the Gulf of St Lawrence, and provided with ice strengthening.

She complies with the regulations of the Canadian Government for coasting-trade and those of the B.o.T. for Home-Trade... She has a total deadweight of 280 tons at about 3.12 m draught.

The ship is capable of carrying 148 passengers, accommodated as
follows: 1st class 36 in state-room, including 4 cabines-de-luxe, with 2 saloons; steerage or 3rd class 12 in state-room; deck passengers 100 in 'tween-deck forward...

A cargo hold, a luggage room and cold storage spaces of 1000 cu ft capacity for salmon are fitted below and in the after part of the 'tween deck.

The wheelhouse is raised to provide a free outlook in all directions.

The Jean Brillant was fitted with a lounge for sixty and a dining room that could serve thirty in one sitting. She was powered by a 1,040 brake horsepower Neptune Polar diesel by her builder, which gave her a cruising speed of 12½ knots, at a fuel consumption of four tons per day of diesel oil, and a maximum speed of 13.3 knots. A crew of between nineteen and twenty-seven was required to operate her, depending on the number of passengers carried.

In a separate article after her delivery, "The Motor Ship" described the ship and her accommodations further:

The motor ship Jean Brillant, which after her trial sailed to Canada to take up her regular schedule, has been built to perform a somewhat unusual service. Although she is based on the south of the Gulf of St Lawrence, her route is mainly along the north shore, where there are no railways and there are necessarily many ports of call. The round trip occupies about two days, and the cargo is very general, although there is cold-storage space in the ship for carrying salmon, about 1,000 cubic ft being provided for this purpose.

The passenger accommodation is on a somewhat luxurious style... and there are four two-berth de luxe cabins with bathrooms. One reason for providing such luxury is that the ship may, from time to time, be chartered by wealthy sportsmen as a yacht, since she will provide an excellent vessel for a holiday by those who are attracted to fishing in some of the smaller Canadian rivers...

She has been constructed to the designs of Messrs Lambert and German... The owners are an associated company of the Clarke SS Co, Quebec (La Cie du Bas St-Laurent Limitée)... 

There is accommodation for 36 first-class passengers, and, as already recorded, there are four de luxe cabins. The remainder are single and two-berth staterooms. A smoking room and entrance are arranged on the awning deck, the dining saloon being on the main deck. On the same deck, forward, 12 third-class passengers are accommodated in two cabins, and 100 passengers can be carried on deck. A 3-ton derrick handles the cargo through a large hatch...
The *Jean Brillant*, which was built under the supervision of the owners' superintendent, Mr Percival, has a raking keel, raking stem and cruiser stern.

Like the *New Northland*, the *Jean Brillant* was strengthened for navigation in ice so that she could operate in the early spring and late autumn, thus lengthening her season. When she entered service with the *Manicouagan* and *Marco Polo* she brought the Lower St Lawrence Transportation Co's owned fleet back up to three ships again.

**Inauguration at Quebec**

In May 1935, nine years after the *Northland*, the white-hulled *Jean Brillant* crossed the Atlantic from the Swan Hunter yard in Newcastle. A brief report in "The Gazette" on April 20 outlined the program:

The new coastal steamer *Jean Brillant*, construction of which has just been completed at Newcastle, will sail from the other side on May 1, and will reach Quebec about May 13, it was reported by her owners, the Lower St Lawrence Transportation Company, today. The little coastwise vessel will go into the passenger and freight service between lower St Lawrence ports shortly after her arrival.

She was thus about to enter service from Rimouski, under the command of Capt Aurèle Fraser and chief engineer Nazaire Simoneau. On May 18, shortly after she arrived at Quebec, E L Patenaude, Lieutenant Governor of Quebec and Minister of Marine in Ottawa during the early 1920s, unveiled a plaque on board the new ship commemorating her namesake. House guests of the Clarkes that weekend were Mr & Mrs J G Parmelee, he being the deputy minister of Trade and Commerce in Ottawa.

The *Jean Brillant*'s colours were all white with green boot-topping, together with a buff funnel with black top and buff ventilators, thus setting her apart from the main line Clarke ships. In part, this reflected the fact that, although they may have worked closely together, the shareholdings in the two companies differed. The Lower St Lawrence Transportation Co was not a subsidiary of Clarke Steamship Co, and Desmond was the only one of the Clarke brothers to hold shares in the new company.

The official inauguration ceremony took place at Quebec on Friday, May 24, at the Clarke pier in the outer Louise Basin. On that day, the *New Northland* was in St John's, Newfoundland, the *North Voyageur* in Clarke City, the *Gaspesia* at Ste-Anne-des-Monts and the *Sable I* on the North Shore. With the fleet away, the celebrations could take place at Clarke's pier, as was duly recorded in the Rimouski newspapers.
"L'Echo du Bas St-Laurent" reported on the day that "a large crowd was on the quay, which had been abundantly decked out with flags for the occasion. Company B of the Fusiliers du Bas St-Laurent, commanded by Lt Alphonse Couillard, formed the guard of honour, along with the cadets of "Le Progrès du Golfe," a week later, added that "all of Quebec was invited by the powers that be at Clarke Steamship Lines to the unveiling of a commemorative plaque presented by the Royal 22nd Regiment in memory of Lieutenant Jean Brillant VC."

After the ceremony and public inspections,

The Jean Brillant was designated to sail two or three times weekly from Rimouski to North Shore ports, including Baie Comeau, Franquelin, Godbout and Baie-Trinité. Eventually, this would be extended beyond Baie-Trinité to Pentecôte, Shelter Bay, Clarke City and Sept-Îles, but for now she continued the same route that had been sailed by the Mayita.

That summer, on August 17, the founder of the Clarke enterprises, James Clarke, boarded the Jean Brillant for a cruise down the river in the new ship. "The Gazette" carried the news in its August 19 edition, in a report from Quebec: -

James Clarke of White Plains NY, founder of Clarke City, the little town on Quebec's north shore which is named after him, was in Quebec today en route for a trip down the North Shore of the St Lawrence River. A pioneer in the pulp and paper industry, Mr Clarke, who has now passed the 80th year mark, was also prominent as a ship magnate, and was one of the originators of the Clarke Steamship Company. He left here this afternoon aboard the coastwise steamer Jean Brillant for the voyage down the river.

The happy delivery of the Jean Brillant was followed by a sad tale that month, however. The Ontario Paper Co shipping subsidiary, Quebec & Ontario Transportation, also took delivery of a new ship in 1935, also designed by Lambert & German, and again from Swan Hunter, but in this case from its Wallsend yard. The 2,087-ton diesel canaller Joseph Medill, delivered a couple of months after the Jean Brillant, cleared Leith on her delivery voyage on August 10, loaded with 2,784 tons of anthracite coal for Montreal. Last seen in the Atlantic on August 17, the day James Clarke boarded the Jean Brillant, she disappeared without trace, taking all hands with her. A 2,097-ton sister ship, the Franquelin, was ordered from the same yard to replace her, and would be delivered just nine months later, in May 1936.

One side effect of the Jean Brillant's arrival that summer was that the De Monts Shipping Co was able to close its service from Matane, selling the Savoy in 1936. The St Regis Paper Co and St Lawrence Paper Mills now felt capable of entrusting their shipments to Godbout and Baie-Trinité to the
With the Jean Brilliant wintering each year at Quebec, she was also advertised for an early spring sailing at the opening of navigation, usually in late March or early April. A typical example of advertisement for such a sailing appeared in "The Gazette" on March 31, 1937, at the beginning of her third season: -

m.v. Jean Brilliant. Owing to ice conditions, will not sail from Quebec until Friday morning, instead of Thursday as advertised. Freight received at Shed 19 Quebec for Rimouski and North Shore ports, Baie Comeau to Seven Islands, up to Thursday night, April 1st. For further information, apply Room 20, Dominion Square Building. Clarke Steamship Co Limited, Agents.

This was followed by another announcement on April 6, as "The Gazette" gave further news of the opening of the 1937 season: -

It was announced yesterday that the first mails for this year for Lower St Lawrence ports will leave this week. The coastal ship Jean Brilliant will carry mails from Rimouski ... and the Marco Polo [from Matane to points] between Trinity Bay, Franklin, Godbout and other north shore ports.

This would be the spring pattern for the foreseeable future. The Jean Brilliant, and later, other Lower St Lawrence ships, would come out of lay-up at Quebec and take on passengers and cargo at Shed 19 for an early spring sailing to Rimouski and North Shore points as far as Sept-Iles.

The Ontario Paper Co at Baie Comeau

The Ontario Paper Co was of course one of the Lower St Lawrence Transportation Co's backers. More recently, it had been building a new power dam, newsprint mill and wharf at Baie Comeau, at the mouth of the Manicouagan River, when the Depression had stopped all work in September 1931.

After almost five years of inactivity it had finally been decided to resume work on this project. The Jean Brilliant, in service for less than a year, was therefore given the task of taking the first party of engineers to Baie Comeau, which she did on April 12, 1936. The Marco Polo followed the next day with the first group of labourers, the first of some 5,000 workers and woodsman to arrive at Baie Comeau that month. Carl Wiegman tells the story of the first arrivals in his "Trees to News": -

The shore of Baie Comeau was surely a place where no man would ever make his home. So too thought the little company of men on the
motorship Jean Brillant as it dropped anchor off Baie Comeau on Easter Sunday, April 12, 1936. The ship had had a stormy crossing and some of the men were seasick. A chilly rain was falling as they made their way to shore in a small boat and trudged along a muddy trail to the place where they had been assigned to build a paper mill. The little group, composed of engineers and executives, had expected to find quarters and hot meals in the camp buildings erected in 1929 for the workmen who built the first section of the wharf. Neither the quarters nor meals were ready, however, for the motorship Marco Polo, which carried supplies and the first crew of workman, was storm-bound across the Gulf at Rimouski. The engineers group borrowed a days rations from the stores of the Jean Brillant and made themselves as comfortable as they could in the old camp buildings. Next day the Marco Polo arrived and the building of Baie Comeau began.

With Ontario Paper as one of its shareholders, the Lower St Lawrence Transportation Co would benefit from the local trade during the building of Baie Comeau and thereafter, with ships crossing continually from the South Shore. Baie Comeau calls were also added to the Clarke Steamship Co's schedules in 1936 and other ships chartered to bring in cargo for the new mill.

Just over two years later, on June 11, 1938, the Jean Brillant arrived in Baie Comeau for a rather special event, when she and the Clarke Steamship Co's New Northland were chartered by the Ontario Paper Co to bring 200 guests to the official opening of the new paper mill. The events of the day were presided over by Colonel Robert R McCormick of the Tribune Co and Quebec Premier Maurice Duplessis. Not long afterwards, at the instigation of Duplessis, the Ontario Paper Co's operations within Quebec were reconstituted as the Quebec North Shore Paper Company.

The next month, the Clarke Steamship Co published a guide for its cruise passengers called "The Golden North," which contained a good description of the new town at the time:

Baie Comeau is Canada's newest pulp and paper town, having been officially inaugurated in June 1938. It is the biggest construction project of its kind in the Dominion for some years. In a single year, a wilderness of trees and rock has been transformed into a modern town site with water laid on, sewers, power, comfortable residences, stores, community hall, theatre, recreation facilities. The great Ontario Paper Co mill turns out some 300 tons of newsprint a day, powered from a plant 16 miles up the Rivière aux Outardes, at Outardes Falls.

The docks are busy in summer loading and unloading a stream of freighters to feed and supply an army of 5,000 workers for the winter. There is direct steamer service to Rimouski across the Gulf by the trim Jean Brillant; in winter a service by airplane. The Manoir Comeau is the
community social centre.

Destined to become a great natural tourist area, Baie Comeau at present offers cruise visitors only the spectacle of a modern city still being created out of a primeval wilderness.

Just a few months later, on March 20, 1939, Baie Comeau's most famous son, Brian Mulroney, son of a Quebec North Shore Paper Co electrician, was born here. His family had come to Baie Comeau by the Lower St Lawrence Transportation Co in the same year the mill opened and were occasional travellers not only in the Jean Brillant to Rimouski but also in the New Northland to and from Quebec. Forty-five years later Brian Mulroney would become Canada's eighteenth Prime Minister.

A Salvage Job for the "Jean Brillant"

On July 2, 1938, three weeks after the official opening of Baie Comeau, the 14,013-ton Cunard White Star liner Ascania, downbound from Quebec, ran aground on Alcide Rock, near Rimouski. She sustained substantial damage in the process, with holds 2 and 3 flooded and hold 4 leaking. The Ascania was refloated with difficulty and it was found necessary to beach her head-on to shore in order to lighten her of cargo. The Jean Brillant was called to assist and a wire report from Quebec dated July 4 outlined her role in the salvage operation:

Longshoremen unloading the liner Ascania, stranded in the St. Lawrence River with a cargo including $1,500,000 in gold, hoped today to have her lightened sufficiently by Thursday for towing to Quebec. They began transferring freight to the lake vessel Lethbridge and the coastal ship Jean Brillant last night. The Ascania, Europe bound, struck a submerged ledge off Bic Island, 155 miles down-river from Quebec, early Saturday. Her 363 passengers were removed without confusion and were brought here aboard the sister ship Ausonia. More than 200 persons later continued their trip on the liner Montclare... The gold was a routine shipment from the Bank of Canada to London.

Her passengers were mostly landed by mail tender. It was not reported whether the Jean Brillant took off any of the liner's gold, but after the Ascania was lightened the salvage tug Lord Strathcona towed her back to Quebec, where she arrived for repairs on July 8. An indication of the extent of the damage to the Cunard ship can be gained from the fact that she did not sail from Canada again until August 26. The 2,407-ton Lethbridge, which participated with the Jean Brillant in lightening the liner's cargo, was one of Canada Steamship Line's large fleet of package freight canallers, while the 16,314-ton Montclare was one of Canadian Pacific's Atlantic liners. The bell from the Ascania was later donated to the Maritime Museum at Halifax.
Canadian-Built Motorships

With the opening of Baie Comeau, two modern ships were needed to replace the little Manicouagan and Marco Polo, and these were ordered in Canada. The Matane I and Rimouski, both motorships, would be completed by Marine Industries Ltd of Sorel in 1938 and 1939 respectively.

Marine Industries had been formed by Joseph Simard in 1937 as an amalgamation of Manseau Shipyards Ltd, General Dredging Contractors Ltd, Sorel Steel Foundries Ltd and one or two other concerns. What became its dredging division had been responsible for recovering three hundred acres of tidal flats for the Anglo-Canadian paper mill at Quebec in 1926 and four hundred acres at the new Wolfe's Cove passenger terminal for the Empress of Britain in 1931. Meanwhile, its shipbuilding division was advanced for its time, being one of the first yards in the world to build all-welded ships, and also capable of building in aluminum.

The first all-welded ship had been the 398-ton motor coaster Fullagar, built by Cammell Laird & Co Ltd of Birkenhead in 1920. After a gap, she was followed by a number of small tankers, the 151-ton Canadian ship Supertest, built at Brooklyn in 1928, the 615-ton American tanker White Flash, built at Chester, Pennsylvania, in 1931, another Canadian tanker, the 884-ton Peter G Campbell (later Rivershell), built by Swan Hunter at Wallsend on Tyne in 1933, and the 1,235-ton US-flag canal tanker Poughkeepsie Socony, built at New York in 1934. Marine Industries followed these with the 413-ton Beeceelite (later Imperial Nanaimo), which they built for the British Columbia coast in 1937. The little Supertest would eventually become the Olivebranch of Branch Lines Ltd, the tanker-operating affiliate of Marine Industries.

Each of the two new Lower St Lawrence ships, both of which would be all-welded, was designed in size, carrying capacity and speed for its own intended service. One small improvement that was made over the Jean Brilliant was that the new ships were both fitted with larger and more commodious wheelhouses. This pair would thus number among the world's first all-welded passenger ships. The first all-welded ocean-going passenger ship would follow in 1941.

The announcement of the first new Lower St Lawrence ship appeared in the June 1937 issue of "Canadian Transportation" magazine:

Lower St Lawrence Transportation Co (La Compagnie de Transport du Bas St-Laurent). - Under the terms of a bill passed by the Quebec Legislative Assembly in the latter part of May, this company is to be paid a subsidy of $50,000 a year, for 10 years, providing it gives a weekly service between Rimouski and Pointe-aux-Outardes, between Rimouski and the region extending from Baie Comeau and Baie de Trinité, and between Matane, Baie Comeau and the Seven Islands, and
providing it has a ship built in a Quebec shipyard at a cost of at least $200,000, such ship to begin operation not later than the spring of 1938.

This first vessel, ordered to replace the *Marco Polo* from Matane, was the larger of the two all-welded passenger and cargo ships that the Lower St Lawrence company had built at the Marine Industries yard in Sorel.

**The "Matane I"**

The 470-ton *Matane I*, so named because there was already a small 18-ton schooner called *Matane* on the Canadian register, cost $267,000. Designed by Lambert & German, she had dimensions of 152 feet overall by 33 feet and a deadweight of 200 tons, and could carry 120 passengers, of whom 14 were provided with berths, and a crew of twenty-four. Seating for eighty deck passengers was provided for in the after 'tween deck "so that the vessel can cope with the transportation requirements of various isolated communities and afford the travellers reasonable comfort and protection." A Sulzer diesel of 700 horsepower gave her a speed of 11 knots on a fuel consumption of three tons per day.

Her May 14 launch was covered by "The Gazette" on May 16, 1938, under the heading "Motorship *Matane* Launched in Sorel: New Ship Intended for Service Between Matane and Baie Comeau": -

A new ship built to ply the waters of the St Lawrence, the motorship *Matane*, length overall 152 feet and draft capacity 8 feet, was informally launched Saturday at Shipyard No 1 of the Marine Industries Ltd at Sorel, Que.

Edouard Simard, vice-president of the company and manager of the shipyards, acted as master of ceremonies at the launching, and Mrs J A Desjardins of Matane broke the traditional bottle of champagne on the hull.

The *Matane* was built for La Compagnie de Transport du Bas St-Laurent, and to comply with the owner's wishes, the ship will not be blessed until it reaches its home port of Matane, where it will inaugurate a service between Matane, Baie Comeau, Clarke City and intermediate ports.

Among those who spoke at the launching ceremony were Canon Victor Côté, curate of Matane, Que; Desmond Clarke, president of the Clarke Steamship Co; Raoul Fafard, Mayor of Matane; Joseph A Simard, president of Marine Industries Limited and J A Brillant, president of La Compagnie de Transport du Bas St-Laurent...
The *Matane I* is an all-welded ship, no riveting being used in its construction. In order to obtain the best possible results in the process of welding, the ship was built under cover in a heated shed. The designers were Lambert and German, naval architects, Montreal. Four other welded vessels are presently building.

Meanwhile, Louis Blanchette recorded some details of an interview with Capt Henri Piuze, second officer in the *Matane I* when new, in his work on Matane:

According to Henri Piuze, the *Matane*, a steel ship built at the Sorel shipyards, was the first in Quebec to be completely welded as opposed to riveted. The captain recalls that several engineers particularly followed this experience from different shipyards. The ship was beyond doubt well built as very few construction problems arose. The *Matane* made three crossings a week between the ports of Matane & Baie Comeau and Sept-Iles. She carried not only passengers, but also mail, freight, equipment and horses.

The latter was quite true, as in the days before tracked vehicles and snowmobiles the *Matane I* was equipped to carry a dozen horses as well as 10,940 cubic feet of general cargo, the equivalent of about five truckloads today. On top of this, she was reinforced for navigation in ice.

Entering service from Matane on July 31, 1938, the new ship's first master was Capt Joseph Hovington, who had been in command of the *North Shore*. Hovington had moved from Rimouski to Matane in 1936 to be near home when his new command, the *Marco Polo*, was in port, and had by now served in all of the *Manicouagan, Mayita, North Shore* and *Marco Polo*.

The route of the *Matane I* ran from Matane to Baie Comeau, Franquelin, Godbout, Baie-Trinité, Pentecôte, Shelter Bay, Clarke City and Sept-Iles. Soon the route of the *Jean Brillant* would also be extended beyond Baie-Trinité as far as Sept-Iles, and both ships would perform two round voyages a week as far as Sept-Iles.

**An Excursion to Baie Comeau in the "Jean Brillant"**

That same summer of 1938, after the *Jean Brillant* and *New Northland* had attended the official opening of the new paper mill, Willis Bugbee and sister made a visit to Baie Comeau in the *Jean Brillant*. The trip was recorded in his book "Drifting Down the St Lawrence," published the following year. The pair headed for Rimouski from Métis, the summer resort downstream from Rimouski where they had been staying, on a summer Sunday night:

In the evening, when we went to board our train for Rimouski, whence we were to sail for the north shore the next morning, we found the
station and the platform jammed with people. Could there be an exodus? Then it dawned on us. It was ... the great event of the week here in Métis - the special Sunday-night train. There must have been a score of friends and sightseers to each one of those who actually took passage on the train.

A short ride to Rimouski, a night at the St-Laurent Hotel, and promptly at nine next morning we boarded the steamer Jean Brillant with twenty-five or thirty others. A few minutes later the steamer slipped quietly away from the dock, bound for the magic town of Baie Comeau.

The Jean Brillant is a tiny boat, but staunch. It was built in England and brought over here especially for river service. We were very glad we were not the ones to cross the Atlantic in her... The river was not what could be described as rough, but when articles slide from the tables, and chairs, with their occupants, skate across the floor, it is rather disconcerting to say the least.

One young man, who was taking his initial voyage, expressed the wish that he might experience a rough sea in order to ascertain what it would be like. Before he had gone half of the sixty miles across, however, the young man's desire for a rough sea had vanished, along with his breakfast. He had sought refuge in his stateroom, not did he make his appearance again until the vessel reached the quieter waters offshore... The whistle blew, the engine began to slow up, and we were entering the Baie.

No reservations had been made for our accommodation in the town. We had been told there would be no difficulty on that score, but when the purser of the boat was approached on the subject his reply was, "I don't think there's a ghost of a chance for rooms at the hotel. However, you might ask Colonel Robertson on the wharf."

That the Jean Brillant was a motorship and not a steamship did not matter, but when they arrived in Baie Comeau Bugbee found accommodation in the twelve-room dormitory at the hotel, the Manoir, while his sister found a room with a local family. In his observations while touring the new town and its new paper mill, mile-long railway and shipping docks, he noted:

There was one disadvantage to living in Baie Comeau - its isolation. One cannot hop on a railway train, an electric car, a bus, or even in one's own car and reach the outside world. The only means of egress and ingress to the town are by boat and airplane. By boat the time varies from six to eight hours to Rimouski or Matane, and by air, twenty minutes to Rimouski; but, unfortunately, the hours of arrival and departure are none too often.

After a few days in Baie Comeau, seeing that it loaded a freighter full
of newsprint every couple of weeks for either the "Chicago Tribune" or the "New York News," Bugbee and sister moved on: -

At last the time came for us to leave the wonder town of Baie Comeau and the quaint old French villages of the north shore - these charming old settlements with their white houses that nestle around the church and over which the curé serves as guardian.

Our vessel was in the harbour, lying alongside one of the large freighters. The whistle blew its final warning note, all visitors were ordered ashore and we were on our way back across the river on the same boat that had brought us over - the Jean Brillant.

The river was still in a somewhat turbulent mood, yet one could observe that its disposition was gradually growing milder. Although the boat still rolled more than was comfortable, the furniture did not toboggan across the floor, nor the ashtrays ski from the table, nor at mealtime did the dishes and food catapult into our laps. On a larger boat than the Jean Brillant, one might not have noticed any appreciable motion. As for a smaller boat, after watching a tiny craft, bringing two passengers from the village of Bersimis to swell our passenger list, bobbing up and down like a bit of cork, we were satisfied to remain on our sturdy craft.

After the two new recruits had clambered safely aboard on the rope ladder and the Bersimis boat had pulled away, the Jean Brillant put on all steam for Rimouski, where a dozen or more of us were expecting to catch the "Ocean Flyer" for Montreal. The boat was due at the wharf fully an hour ahead of the train, which would give is ample time to make the transfer. Included in this party were vacationists, salesmen, business men, a couple of globe-trotters, meaning ourselves, and, to cap the climax, a couple of newlyweds on their honeymoon.

The boat was making its schedule time, barring a few minutes lost in waiting for the Bersimis boat, and everybody felt reasonably sure that connections would easily be made. But just as we approached almost within hailing distance of the south shore we ran into one of those miserable St Lawrence fogs. A real St Lawrence fog is a beastly thing, comparable only to a London fog. It was impossible to see more than a few feet ahead. The foghorn sounded and was answered by other boats in the same predicament.

After pushing ahead a short distance, the horn again was sounded, and signals answered as before. This was repeated a few times, until, finally, it became necessary to stop and wait for the atmosphere to clear. Plainly and unmistakably we were lost in the fog. The captain admitted that he had lost his bearings. As the clock ticked off the minutes, which at length grew into hours, we resigned ourselves to our
Finally, the fog lifted partly, and we found that we were off Father Point, close to the very spot where the ill-fated Empress of Ireland went down some years before, carrying with her more than eleven hundred souls. A cheering thought! But after all, what mattered it? The danger was then past. The landing was made at Rimouski just two-and-a-half hours past the schedule time, The "Ocean Flyer" was well on its way to Montreal.

The delay turned out to be a stroke of luck for the Bugbees. While they retired comfortably to the St-Laurent Hotel, the locomotive and nine sleeping cars of the "Ocean Limited" went off the rails a few miles from Quebec, luckily without loss of life, after the locomotive suffered a broken driving wheel.

The villages and towns of the South Shore, all now rail-served, compared with the more isolated communities of the North Shore and this was where the Lower St Lawrence Transportation Co played its role, connecting these two shores of the St Lawrence and allowing commerce to develop in the area. This was particularly true at Baie Comeau, where a large new industry had just been launched.

**The Loss of the "Manicouagan"

On June 28, 1938, the Manicouagan was lost by fire off Pointe Paradis on the North Shore, but all her crew were able to get away in the ship's lifeboat. Ivan Brookes, who sailed in Clarke ships in the 1930s, related the incident in the March 1957 issue of "Steamboat Bill of Facts": -

One summer night in 1938 she took fire off Pointe Paradis and as the lifeboat pulled away it was discovered, to the great anguish of all present, that the dishwasher was missing. For almost an hour, the crew remained near the stricken ship as she blazed and passed the time praying for their so recently departed friend, when, to their surprise and joy, he appeared on the foc'sle, fully clothed, even to an overcoat, and carrying in one hand his duffle bag, and in the other, an extra pair of shoes. As they rowed back to the ship, the crackling of the flames was drowned out by the shouts of joy from all hands - all, that is, except Joe Labrie, the cook - for Joe kept right on praying. He realized that the dishwasher was the only man who had brought extra clothing, and he knew as well as anyone else that the Gulf, even on a summer night, is no place to be sitting in an open boat with nothing on but a pair of shorts.

"The Gazette" reported on the crew's rescue in a story from Matane dated June 29 and headed "Crew Landed Safely - Brought to Matane After
Gulf Vessel Catches Fire": -

The 11-man crew of the motor vessel Manicouagan, destroyed last night by fire off Paradis Point, arrived here today aboard the Marco Polo. Caused by an explosion in one of the vessel's engines, the fire spread rapidly and the crew barely managed to lower a lifeboat to head for Baie Comeau, where they arrived this morning. The crew said the outbreak was discovered at 10:45 pm, when the Manicouagan was about two and a half miles off the point. Second engineer Martial Pelletier suffered serious burns before the vessel was abandoned.

Luckily, the Manicouagan's loss occurred just as the new Matane I, then under construction at Sorel, was due to enter service from Matane. One month later, at the end of July, the new ship filled the gap that was left by the Manicouagan's loss.

The "Rimouski"

The second new Quebec-built ship, also designed by Lambert, German & Milne, was the 348-ton Rimouski, which was built at a cost of $216,000. She was generally similar in design to the Matane I, but measured only 118 feet overall by 28 feet and had a deadweight capacity of 102 tons. She was designed for 120 passengers, of whom thirty were carried in first class, and ten had berths, and ninety were second-class deck passengers. Her cargo capacity, at 6,080 cubic feet, was about 60 per cent of that of the Matane I, or what would today be about three truckloads. Also powered by a Sulzer diesel, but of 300 horsepower, she had a speed of 9 knots on a fuel consumption of 1.2 tons of diesel oil per day. Her crew numbered twenty.

"The Gazette" recorded her delivery on August 4, 1939, under the heading "New Vessel Ready for Gulf Service": -

The motor vessel Rimouski, one of the new passenger and cargo vessels ordered by La Cie de Navigation du Bas St-Laurent, a Clarke Steamships interest, was delivered in Montreal yesterday.

The trim little craft was built at the yards of Marine Industries Limited in Sorel, and will go to service into the Gulf of St Lawrence, calling at Rimouski, Baie Comeau and other ports below Quebec.

Rimouski was brought here from Sorel by Capt Paul Emile Bélanger. The ship is driven by a 330 horsepower Diesel engine, and the hull of the vessel is all-welded... On her trials she did 11 knots.

The ship was launched June 19 at the Sorel yards, having been ordered last year. She will augment the lower river and Gulf service maintained at present by the Jean Brillant.
The new vessel has modern and comfortable passenger accommodation, and a good-sized cargo capacity. She will carry general cargo to the lower river ports on both sides of the St Lawrence, including supplies into Baie Comeau, site of the Ontario Paper Company's north shore development.

The Sorel yards have done considerable work in all-welded ship construction during the past two or three years. Use of electric welding has increased in many of the world's shipyards. In some instances it has been employed on particular parts of a vessel while in other cases the entire hull had been welded.

At the time of her construction the motorship Franquelin, which is in the eastern Canadian paper trade at present for the Ontario Paper Company, was the largest all-welded ship ever built.

Marine Industries, headquartered in Montreal, had become a rather diversified company, involved not only in shipbuilding and dredging but also in industrial production. As the Rimouski was being completed, executives from Marine Industries were in Britain, and in the same month that she was delivered announced that they had been given a million-dollar rearmament order for 25-pound field guns by the British War Office.

After the preliminary ceremony at Montreal, the Rimouski made her way down to Rimouski, arriving there on August 6. In a report of that same date filed from Rimouski, "The Gazette" described the local ceremonies on August 7, under the heading "Several Thousand Attend Ceremony at Rimouski": -

Several thousand persons gathered here today to assist at the christening and blessing of the Lower St Lawrence Transport Company's schooner the Rimouski.

The schooner, built in Sorel, Que, arrived here at noon escorted by the Jean Brillant and the Matane, two other schooners owned by the company. Mrs Paul Gagnon, wife of Rimouski's mayor, acted as Godmother and Rev Adolphe Tremblay, parish priest here, conducted the blessing.

The Rimouski, captained by Emile Bélanger, will run a regular service between here and Bersimis and Chutes aux Outardes on the North Shore.

Among guests at the ceremonies were: Hon Pierre F Casgrain, Speaker in the House of Commons; Hon Onésime Gagnon, Quebec Minister of Mines and Fisheries; Hon Joseph Bilodeau, Quebec Minister of Municipal Affairs, Trade and Commerce.
The use of the term schooner to describe the three white-hulled motorships of the Lower St Lawrence Transportation Co was quaint, but in fact, in the parlance of the times, all three were technically described as "schooner-rigged."

Finally, "Canadian Transportation's" annual survey of ships for 1939 described the Rimouski as follows:-

Another example with the forward well, the fo'c'sle and the built-up structure aft is the Rimouski, built in Sorel as a coaster, and designed to carry 10 first-class passengers, 20 first-class deck passengers and 90 second-class deck passengers - an unusual grading of passengers in a ship only 110 ft in length with a load draft of only 6 feet. She resembles the Jean Brilliant rather than the Matane in that she is built up forward.

Like the Jean Brilliant and Matane I, the Rimouski was strengthened for navigation in ice. On her visit to Montreal, Lambert, German & Milne, referring to the Lower St Lawrence River and Gulf, said about her that "the small dimensions of this vessel make her particularly suitable for serving the very minor ports and harbours, which are common in this area." With six feet of draft she was able to berth at piers or docks where larger ships would not have been able to work.

The Rimouski was designed for a shorter route from Rimouski to Bersimis, Ragueneau, Pointe-aux-Outardes, and occasionally other ports, and to cross back and forth several times a week. Unlike the case of the Matane I, the Price Navigation Co Ltd, who had offices in the same building as Clarke at Quebec, had agreed to free up the name for the new ship by giving its small 13-ton tug Rimouski another name. When she arrived in Rimouski, however, only a few short weeks of peace remained before the outbreak of war in Europe.

With the Rimouski in service, the Lower St Lawrence company was able to place the Marco Polo, last of the original fleet members, up for sale, and she was eventually sold to Le Magasin Général Ltée at Cap Chat in 1940. Locals would report that her remains were still visible in the bay of the Cap Chat River in the mid-1950s.

A Voyage in the "Matane I"

Henry Beston travelled in the Matane I when she was still quite new while he was in the course of writing his book "The St Lawrence." He recorded his impressions of that voyage for posterity. While he forgot the name of the vessel, there can be no doubt that it was the Matane I: -
At Matane on the south shore I had gone aboard the Clarke boat, which crosses the St Lawrence to the tiny settlements of the Côte-Nord. It was but the nineteenth of September but the day was forlornly cold and greyish with a threat of snow. There was no warmth in the light anywhere, even when the cloud above thinned in its squally billowings of mist. The journey was to take part of the same day, the night and part of the day following, and I was glad to be taken promptly to a warm and comfortable room.

I have forgotten the name of the vessel; suffice it to say that she was but a large motor cruiser painted white, and both shipshape and well handled. Having had my share of the sea, I like to talk to French-Canadian seamen. The old Norman gift for seafaring has endured upon the river, and it is pleasant to find it living and at its task, with its sons wearing their gold stripes and anchors and giving orders on their ships. Indeed let me pay a compliment and say that the professional sailoring of the French St Lawrence is far better than that of contemporary France. The people of the river have a better discipline and a far wiser understanding of discipline both officer and man; they are probably better trained, they are more on their toes, and they know how to give a ship its pride. It would seem as if the great British tradition of seamanship and the bold seafaring of St Malo had united, much to the honour of the Dominion and the river.

There were but half a dozen cabins, yet the boat was full. On the forward deck, in the cheerless wind and cold light of the ever-threatening day, some forty or fifty young woodcutters were being taken to the wilderness camps of the Côte-Nord. Not a man among them, I thought, could be much over twenty, and some were but great boys grown to men. It was the world of the young who had to go. There they stood below, wandering the deck as soldiers do, all of them in their working farmers clothes, their great boots, wools and windjackets, each man with a packsack and his own personal ax... There was no air whatever of sadness in the gathering, the good-byes had been said at the farms, and now there was work to do, and one's bread to gain. Now they would cut pulp all winter long in the arctic bush. I shall remember all my life those good, patient faces and those packs with the ax handles showing.

The young purser, a most pleasant intelligent lad, stopped a moment beside me at the rail, and we stared meditatively together down at the gathering. "Where do they come from?" "They are mostly men of the south shore, farmer's sons from the poorer families. An agent, a 'jobeur,' signs them on and after they have been given a medical exam, they are sent out into the woods. Some are making their first trip. All of them have papers ... that's the red slip they've been looking at and folding away. The company agent has been here all morning. In good French, they are 'bucherons' - woodcutters... We carry a lot of
them. These here will be landed by groups. Some are sent ahead into
the bush to prepare the camps for those who will follow."

By nightfall we had crossed the river to the Côte-Nord and were
following the coast to the east. Hollow and pitch-dark, the night itself
enclosed us, dripping with gentle and incessant rain. Somewhere to
port lay the uninhabited wilderness, black as the universal dark and
without the smallest glimmer of light. At two in the morning we came
into a bay, and feeling the engines slowing, I put on a coat and went
on deck. The rain had grown a little heavier and there was a rising
wind. We were in dark waters and somewhere off a pier showing one
red electric light. Suddenly, with a stage-like alteration of the scene,
the box-searchlight on the foremost went on, drenching the foredeck
with its radiance, and revealing something of the nearer shore. It was
a settlement of three houses, mere shacks in the woods. Close by the
pier a huge pulp chute and tower, some relic of the boom, stood in
melancholy and portentous ruin, vast as a Roman siege work deserted
in the woods.

On the foredeck, else empty, and in the hard modern glare and the
stripes of rain, stood five of the woodsmen ready to go ashore... A
light presently shone feebly in some house or cabin ashore, and in a
little while a boat rowed by one man came from the wharf out into the
mainmast glare. Into this the woodsmen lowered themselves one by
one overside. Somebody said something, someone replied and then all
was quiet again, and the boat splashed towards the shore.

Turning and churning, our ship swung her bow to the sea, the light on
the foremost abandoning the landward scene and leaving it to the
immense recapture of the dark. During the night we touched at other
settlements, and by morning the whole company had gone - packs and
pipes, axes and tobacco, agents' papers and little treasured medals all
moved up into the bush.

By daylight, Beston was able to describe the coast, complete with
some of the pulp shipping operations that had been abandoned during the
Depression years:

The scrub forest of the Côte-Nord is known as "the bush." It is
desolate country. A foretaste of Labrador in its rocks and loneliness.
Save for a few settlements forty and fifty miles apart, there are few
signs of human life. For hours the only human thing in sight is the
telegraph line of the coast, striding pole after pole eastward through
the solitude to the lighthouses beyond and the decrepit pulp wharves
still standing at the mouths of the larger streams...

The south coast has vanished out of one's consciousness. Far away,
certain of its hills rise in the east like blue and solitary isles, very
beautiful in their shapes of earth. All else is the St Lawrence and the long wilderness to the north with its brow of green and its surges breaking below. Miles to the east and north will lie the Pointe des Monts and the white tower of the light, the sudden turn of the coast to the north’ard, and the vast opening of the waters of the gulf.

Here, delivering mail, cargo and other supplies and providing the only real cross-river passenger service, the modern little motorships of the Lower St Lawrence Transportation Co earned their keep.

With the year 1940 would come a new contract, with mails carried on the Jean Brilliant being stamped "Rimouski & Sept-Iles, Poste Fluviale" and those on the Matane I "Matane & Sept-Iles, Poste Fluviale," reflecting the fact that both ships now covered all ports between Baie Comeau and Sept-Iles. Post office clerks did not travel with the ships, so mails were handled by the purser, something that they had done since the beginning and would do as long as the ships continued to sail.

La Compagnie de Traverse Rivière-du-Loup - Tadoussac Ltée

A second cross-river company, formed within six months of the Lower St Lawrence Transportation Co, was La Compagnie de Traverse Rivière-du-Loup - Tadoussac Ltée, at Rivière-du-Loup, which was granted a Quebec charter on June 4, 1930, the same month it began service. Because of Clarke's access to US media through its cruise operations, publicity for the new ferry service soon appeared in the "New York Times." Within less than a month, on July 6, that newspaper carried an item headed "St Lawrence Ferry":

Regular ferry service between Rivière-du-Loup, St-Siméon and Tadoussac, Canada, has been established by the ferry steamer Rivière-du-Loup. The boat leaves Rivière-du-Loup every morning except Sunday at 8:15 Standard time, for St-Siméon; it leaves St-Siméon for Tadoussac at 9:45 am and reaches Tadoussac at noon. The boat leaves Tadoussac for St-Siméon at 3:30 o'clock, and St-Siméon at 6:30 o'clock for Rivière-du-Loup, reaching the latter place at 7:45 pm.

This schedule kept the 1,650-ton Rivière-du-Loup busy for close to twelve hours a day, most of it steaming between the three ports of call. At Tadoussac for three and a half hours, she would often be alongside as Canada Steamship Lines' Saguenay-bound ship also called, usually for an hour or two in the afternoon while their passengers visited the company-owned Hotel Tadoussac and environs. That left enough time to add a call at St-Siméon in each direction.

The schedule maintained by the previous operator, Quebec & St Lawrence Navigation Ltd of Quebec, in 1929, had been to leave Rivière-du-
Loup at 8:15 am and arrive Tadoussac at 10:30, with a return sailing from Tadoussac at 4 pm that arrived at Rivière-du-Loup at 6:30 pm. The Tadoussac layover had previously been five and a half hours, two hours longer than now, and with the addition of St-Siméon, she was back at Rivière-du-Loup an hour and a quarter later, but still in daylight in the summer time.

Although the new company had been formed with minority interests from several local shareholders in Rivière-du-Loup, the Clarkes would always hold over 90 per cent of the shares.

The First "Rivière-du-Loup"

The Rivière-du-Loup had a length of 206 feet overall and a beam of 37 feet, and could carry 30 large-sized cars and 600 day passengers. Built in 1902 by the Harlan & Hollingsworth Co at Wilmington, Delaware, she had first run as the coastal passenger steamer Brandon for the Old Dominion Steamship Company, whose main route was between New York and Norfolk. Her role, along with sister ship Berkeley, had been to operate as a night boat on the James River between Norfolk and Richmond, meaning that she also had 100 berths to offer passengers who might want to sleep on board. The new ferry company's schedules outlined how these could now be used: -

Passengers arriving at Rivière-du-Loup from the North Shore or passengers arriving at Rivière-du-Loup, en route to the North Shore, may sleep aboard ship. Cars garaged aboard free for the night. Enjoy a real French-Canadian dinner on board!

This remaining on board overnight at Rivière-du-Loup was reminiscent of a time fifty years earlier when Saguenay steamers had remained overnight in Rivière-du-Loup before proceeding to Tadoussac and the Saguenay River in the morning.

After Eastern Steamship Lines took over the Old Dominion Line in 1924, it had moved the Brandon to its own Portland-Eastport route, and then to the Portland-Boothbay Harbor run for a couple of years. Arriving in the St Lawrence in 1928, she was renamed Yonda L by Quebec & St Lawrence Navigation, which had been awarded the contract for the subsidized cross-river ferry service in 1927. Quebec & St Lawrence had started the service with the 252-ton Mercier, which had been launched as the steam yacht Speedy II in 1896 and purchased by the Canadian Government in 1904 for use as a despatch boat on the Great Lakes. Latterly, the 125-foot yacht had been operated as the Canipco by the Canadian International Paper Co Ltd. She was in turn replaced by the much larger Yonda L, which could accommodate motorcars as well as passengers.

By the opening of navigation in 1929, Quebec & St Lawrence
Navigation, under the slogan "From the Heart of Canada to the Gulf," had announced that it would be operating "twelve well-equipped steamers, with steam barges and tugs," with weekly service between Montreal, Toronto and Hamilton; five sailings a week between Montreal and Quebec, where it operated from Shed 19; daily service between Montreal, Sorel and Trois Rivières and twice weekly sailings from Matane to Godbout, Franquelin, Baie-Trinité, Pentecôte and Shelter Bay.

As well as the cross-river service from Matane, Quebec & St Lawrence Navigation operated two ferry services, between Lachine and Caughnawaga at Montreal, and between Rivière-du-Loup and St-Siméon, which latter route was advertised as follows: -

A regular daily service furnished by a large ferry boat with capacity for fifty automobiles. This service connects South and North shore in the very heart of the lower St Lawrence, allowing the motorists to make round trip from Rivière-du-Loup to Tadoussac, and by the new highway, to Chicoutimi, Lake St John district and Quebec.

The Brandon's sister ship, meanwhile, the Berkeley, had not joined Eastern but gone to Lake Michigan as Pere Marquette Line Steamers' Virginia. With a built-up forecastle, she ran in cross-lake ferry service between Milwaukee, Wisconsin, and Ludington, Michigan, with passengers and cargo. While the Virginia connected the railway across Lake Michigan, an interesting feature of the Rivière-du-Loup in the St Lawrence was a request by the Quebec Government once she joined Clarke that she be fitted with cold storage facilities to allow her to carry shipments of fresh fish from the North Shore for delivery to Canadian National Railways at Rivière-du-Loup.

The Rivière-du-Loup would now operate to St-Siméon, recently connected by a new highway to Chicoutimi, as well as to Tadoussac, on the other side of the Saguenay River. St-Siméon also saw calls by ships of Canada Steamship Lines, which maintained a fishing camp for guests of the Manoir Richelieu at St-Siméon, stocked with 50,000 trout every spring.

A note in the ferry schedule, "connecting with Quebec and Chicoutimi boats at Tadoussac," indicates that there was some commerce between the two lines. Generally, the Quebec-bound ship called at Tadoussac in the morning, usually around 11 am, while the Chicoutimi-bound vessel called in the afternoon, at about 2:30. Passengers from Quebec to Rivière-du-Loup and from Rivière-du-Loup to the Saguenay could thus connect on the same day.

**Early Rivière-du-Loup Ferries and Steamships**

A summer ferry service between Rivière-du-Loup and Tadoussac dated back to at least 1864, when the Grand Trunk Railway had run trains from
Lévis to Rivière-du-Loup for connection by ferry to Tadoussac and by stage to Cacouna. In 1881, the Price Brothers had placed on the route the 323-ton paddle steamer *Thor*, a ferry that took two hours to reach Tadoussac with a full head of steam. The Price family had developed the first pulp and paper mills on the Saguenay River and opened lumber and pulp and paper interests around the St Lawrence as well, many on the south shore. Another Price vessel, the 64-ton screw steamer *Muriel*, built at Quebec in 1902, had also operated over the three-mile crossing at the mouth of the Saguenay until 1910.

Until about 1906, the Quebec-Saguenay steamers had made a call at Rivière-du-Loup, usually staying overnight, on the way to Tadoussac, but thereafter R&O dropped the summer call and substituted St-Siméon. For a time, Rivière-du-Loup was still included in spring and autumn schedules, but eventually, as local ferry services developed, even that was dropped. There had been two reasons for the steamer calls at Rivière-du-Loup - first, to allow city folk to visit their "summer stations" in the area and, secondly, for onward trade connecting with the Intercolonial Railway to the east. However, with the growth in rail traffic and the advent of cross-river ferry service, this pattern changed. As we have seen, Rivière-du-Loup had also been a centre for shipping companies operating on the Baie-des-Chaleurs in the years before the railway reached Gaspé.

**La Compagnie Trans-St-Laurent Ltée**

La Compagnie Trans-St-Laurent Ltée was incorporated on April 23, 1909, with a capital of $50,000 and C R Pouliot KC as president, to run a ferry service between Rivière-du-Loup and Tadoussac. The company first acquired the 84-ton New York-built steam yacht *Scionda* for this service, but on June 29, 1909, on her way to Quebec for inspection, she began taking on water. The inbound Black Diamond liner *Bonavista* rescued her crew, but the *Scionda* herself had to be grounded on Ile aux Grues in order to prevent her from sinking.

As the company had a contract worth $6,000 a year, it had already chartered another vessel, the 275-ton paddle steamer *Contest*, to commence service until the *Scionda* could be placed into service. The *Contest* was built at Quebec in 1872 and had been owned by the St Lawrence Steam Navigation Co and a number of other owners who had used her as a towboat, survey steamer, as a mail tender at Rimouski and more recently as a buoy tender between Batiscan and Pointe au Père.

Although a search throughout Britain had produced some candidates, the cost of delivery to the St Lawrence meant that none could be afforded. A renewed search was therefore launched in Canada and finally the company found the 127-ton *Mahone*, a Nova Scotia-built wooden steamer that could carry fifty passengers and a modest amount of cargo. Acquired for an
affordable $15,000, she was modified to be able to accommodate up to about two hundred passengers, with Capt J B Deslauriers in command.

Alain Franck wrote about the little *Mahone* in his article "La Traverse de Rivière-du-Loup" in the May-June 1985 issue of "L'Escale" magazine, describing events that followed:

In October of the same year the company placed into service the *Mahone*, built at Mahone Bay, Nova Scotia, in 1904. This wooden ship of 86 feet in length was powered by a screw engine of 24 [nominal] horsepower.

Under the command of Capt Johnny Deslauriers, the *Mahone* made a reality of year-round winter navigation on the St Lawrence between Rivière-du-Loup and the lower North Shore. What's more, accumulating feats of navigation and increasing her winter voyages to Tadoussac between 1909 and 1916, she almost took the record for number of crossings. During the winters of 1910 to 1914, as well as regular crossings between the two shores twice a week, the *Mahone* undertook several voyages to the North Shore in order to transport mail and supplies to the riverside villages.

At the end of her first winter sailing to the North Shore, the *Mahone* had also become the first ship to reach Quebec, opening the season of navigation for 1910. Franck then continued his story:

In November 1910, she was requisitioned by the Government for a voyage to Pointe-aux-Esquimaux (Havre-St-Pierre) to replace the *General Wolfe*, grounded at Harrington. Next, it was the turn of the Holliday Brothers company, owners of the *General Wolfe*, to engage the *Mahone*'s services to sail down to Sept-Iles with a load of cargo.

On March 11, 1911, that same winter, we find the *Mahone* at Clarke City delivering 3,000 bags of mail, having become the first pioneer of winter navigation in this region. Indeed, the Canadian Government was now paying her a subsidy of $8,000 per season for winter service between Rivière-du-Loup and Clarke City via Tadoussac.

For the new season of 1911, the large sidewheeler *Thor* was acquired from the Price Brothers to become the summer ferry, and was also used for Sunday excursions. A third vessel that was briefly operated by the Trans-St-Laurent Co during this period was the 182-ton paddle steamer *Rhoda*. By 1914, the company's $6,000 summer contract called for six trips a week during July and August and five trips a week in May, June, September and October.

But on December 18, 1914, although a contract had been awarded until 1916, for political reasons, the federal government cancelled its contract
with La Compagnie Trans-St-Laurent and awarded a new one to the Quebec & Lévis Ferry Co Ltd, which had lost its own franchise to operate the cross-river service at Quebec in 1909. The Mahone was subsequently sold back to owners in Nova Scotia.

### Quebec & Lévis Ferries Come Downstream

Quebec & Lévis placed two consecutive vessels on the run between Rivière-du-Loup and Tadoussac. Both were former Quebec winter ferries, more enclosed from the elements than the summer ones, but both got into trouble. The first, the 427-ton Pilot, was lost on January 18, 1916, when she grounded on Red Islet Bank.

Ironically, the ship that came to her rescue was none other than the disenfranchised Mahone, which had continued to compete with the newly-subsidized operation and was at Tadoussac. To replace the Pilot, the Trans-St-Laurent Co's Mahone was paid $250 per trip for four winter voyages and $50 per round voyage for four more trips from Rivière-du-Loup to Tadoussac and "other North Shore ports" up to April 30, 1916.

To take over from the Pilot, the Quebec & Lévis Ferry Co brought in the 366-ton Queen, undertaking five trips a week during May, June, September and October and six trips a week in July and August, for a $6,000 subsidy for the season. The level of subsidy for these services by now was about $6,000 for service between Rivière-du-Loup, Tadoussac and other North Shore ports, $8,000 for winter service between Rivière-du-Loup, Tadoussac and other St Lawrence ports and $3,600 for winter service between Baie-Ste-Catherine and Tadoussac. These were quite high sums, considering that the subsidy for service between Quebec and Gaspé was $8,500, but they did involve a heavy expenditure for early winter services.

The Queen went aground at Baie-Ste-Catherine on October 30, one day before the end of her 1916 contract. After this, Quebec & Lévis withdrew from the Rivière-du-Loup trade and converted the Queen into a tugboat. After all this activity, the ferry service at Rivière-du-Loup would go quiet for about a decade, until a new call for ferry service from the South Shore to Tadoussac in 1925. Meanwhile, a small ferry, the 52-ton Georges William, built at Les Escoumins and owned by Joseph Tremblay of Ste Anne de Chicoutimi, maintained a crossing at the mouth of the Saguenay. She was followed in turn by a 30-foot motor yacht owned by Ulysse Bouchard of Les Bergeronnes.

As a result of this lack of service, the Anticosti Shipping Co made Rivière-du-Loup a port of call for a while, with two or three calls each month by its new ship Fleurus, which had replaced the Savoy on the run between Quebec, the North Shore and Anticosti in 1926. A frequent cross-river ferry service was only finally revived with the re-opening of the subsidized service
by the Quebec & St Lawrence Navigation in 1927.

Developing the Tourist Business

La Compagnie de Traverse Rivière-du-Loup - Tadoussac Ltée took over the ferry service that had been operated by Quebec & St Lawrence Navigation between Rivière-du-Loup, now with a population of 8,500 souls, and Tadoussac, across the Saguenay. This included the ferry Yonda L, which the new company had renamed Rivière-du-Loup.

As well as the ferry service, the assets acquired by Clarke included two ships from Quebec & St Lawrence Navigation, which went into receivership on March 27, 1930. The Yonda L, now renamed Rivière-du-Loup was kept on the cross-river service, but the coaster Cape Gaspé was now assigned to the Clarke Steamship Co. The Mercier, meanwhile, which had been shifted to work out of Matane, went to J A Larue & Associates of Quebec, who along with Eugène Trudel, E Picher and the Sun Trust Company were appointed as trustees. Trudel had also been a trustee in the bankruptcy of the Gulf of St Lawrence Shipping & Trading Co a decade earlier. At its dissolution, the Quebec & St Lawrence fleet consisted of eight steamships and ferries, two tankers, a tug and four barges.

Meanwhile, the pastime of motoring was beginning to attract the attention of North Americans and the "New York Times" included the Rivière-du-Loup crossing in its July 31, 1932, issue. The article entitled "Away from the Crowd: Stirring Tour Includes Gaspé Peninsula and Lake St Jean," said in part: -

Murray Bay, or La Malbaie as it is termed on Canadian maps, is one of the most famous resorts of Eastern Canada.

Another twenty miles or so brings one to St-Siméon, where a ferry is taken across the St Lawrence to Rivière-du-Loup. This boat crosses only once each day; $5 is charged for the car and $2 per passenger.

At Ste-Anne-des-Monts begins the most thrilling part of the Gaspé tour, the road climbing mountains and descending to the sea in a series of ups and downs.

In an attempt to develop new tourist business, the ferry company issued a brochure of its own for motorists making a round trip from Quebec. Giving the Clarke Steamship Co's Montreal and Quebec offices "for information about roads, hotels, etc," the Traverse Rivière-du-Loup - Tadoussac brochure extolled "the most glorious 24 hours' run on the King's Highway in the Province of Quebec": -

Along both shores of the St Lawrence though French Canada's
northern highlands and southern plains.

Leaving Quebec in the morning and spinning over the mountain highway to Murray Bay (in 4 hours). Lunch at the stately Manoir Richelieu, a round of golf on the famous mountain course, then in the cool of the afternoon, a 20-mile run to St-Siméon, or

If quaint, historic villages and level roads be your motoring fancy, at Quebec cross to Lévis after breakfast, stop half-way on your touring for lunch at St-Jean-Port-Joli; pause for a swim and tea at Portage or go into St Patricks for golf and at 8 pm board the s.s. Rivière-du-Loup.

Tourists would then spend the night on the ship and have dinner on board before setting off in the morning for the North Shore. This single daily crossing of course meant that tourists had to arrange their accommodation around the ferry schedule, which in the 1930s operated in the summer only. In 1933, for example, the Rivière-du-Loup departed winter quarters at Quebec at 2 pm on June 10, headed for her summers work sailing between Rivière-du-Loup, St-Siméon and Tadoussac. At the end of the season, she arrived back at Quebec at 4 am on October 1, having been in revenue service for less than four months. This season would be lengthened in later years.

By 1935, Canada Steamship Lines was also advertising the Rivière-du-Loup crossing in connection with its Saguenay steamers, with a $10 rate to transport a car from Montreal to Murray Bay or St-Siméon: -

Lower St Lawrence and Gaspé. If you are motoring to Gaspé or the Lower St Lawrence resorts - Cacouna, Bic, Métis - go by the north shore route and see Ste Anne de Beaupré, Montmorency Falls and Murray Bay, crossing to Rivière-du-Loup by ferry from St-Siméon. To relieve the tedium of driving go part of the way by boat. You can stay overnight at the Manoir Richelieu.

By 1936, the Rivière-du-Loup was making two crossings a day, after her schedules were totally revamped. The new itineraries called for an 8 am direct run from Rivière-du-Loup to St-Siméon, and a longer noon crossing to Tadoussac, returning via St-Siméon and arriving back in Rivière-du-Loup in late afternoon. Canada Steamship Lines generally touched at St-Siméon not long after 1 pm, with one ship headed in each direction, while the Rivière-du-Loup was still crossing to Tadoussac before heading for St-Siméon. The ships of the two companies thus passed each other every afternoon except Sunday on the Charlevoix coast between St-Siméon and Tadoussac.

The Second "Rivière-du-Loup"

In 1937, as part of a discussion between Clarke and the Quebec Government, it was proposed to build a new ferry for this route at a shipyard
in Quebec. Again, the June issue of "Canadian Transportation" contained the initial announcement: -

Rivière-du-Loup-Tadoussac Ferry Ltd (Compagnie de Traverse de Rivière-du-Loup-Tadoussac Ltée) - Under the terms of a bill passed by the Quebec Legislative Assembly in the latter part of May, the Quebec Government may pay this company an annual subsidy of $12,000, to keep in operation during the tourist season a ferry service, twice a day except Sundays, between Rivière-du-Loup and Saint Siméon and Tadoussac, providing it has built, in a Quebec shipyard, a boat costing at least $200,000, which must begin operation not later than the spring of 1938.

At the time, Capt Deschêne was master of the first Rivière-du-Loup, running to Tadoussac. In the event, however, a new ship was not built in 1938 to serve Tadoussac, as had been planned. Instead, a second 1,182-ton Rivière-du-Loup was purchased from La Traverse de l'Ile d'Orléans Ltée of Quebec in 1939, and her conversion awarded to a Quebec shipyard. This open-sided passenger and car ferry had become surplus at Quebec after a new bridge was opened to Ile d'Orléans, and Clarke took the opportunity to adapt her for the downriver route.

Like her predecessor, she was a steamer, but much better equipped to handle vehicles, as she could accommodate trucks and buses of up to five tons. Built at a cost of $160,000 in 1925 by the Davie Shipbuilding & Repairing Company of Lauzon, the then 795-ton L'Ile d'Orléans, now Rivière-du-Loup (ii) had dimensions of 150 feet overall by 54 feet. Prior to purchase, she had also been used as the Cunard tender at Quebec, taking passengers and their luggage out to Cunard White Star and Donaldson Atlantic liners as they passed on their way from Montreal to Europe.

Before she entered service, her open car decks were plated in to provide greater protection in the more open waters of the Gulf at Rivière-du-Loup, and this increased her gross tonnage by almost half. The "Quebec shipyard" that effected these modifications was of course Davie, who had not only built this ship, but also another ship for the Clarke Steamship Co just the year before [see Chapter 7].

La Traverse Rivière-du-Loup - St-Siméon Ltée

The new Rivière-du-Loup could carry 250 passengers and 30 cars, and had a crew of twenty-three. When she entered service she did so between Rivière-du-Loup and St-Siméon only, as the province had now extended the highway 22 miles beyond St-Siméon to Baie-Ste-Catherine, thus allowing travellers to reach Tadoussac by road and a short ferry ride across the Saguenay.
When the new Rivière-du-Loup ferry arrived, the former Rivière-du-Loup was renamed Siméon to become a reserve ferry while a buyer was sought. Laid up in a run-down state at Lauzon, she was not sold until 1945, when she went to the New York-based Pan-American Steamship Corporation, of Panama, and in the 1950s, with a new diesel engine, to the Tigrito Steamship Co SA of Honduras, in Lugano, Switzerland, for Mediterranean trading. She would last until 1968.

With service as far as Tadoussac abandoned, the company eventually become known as La Traverse Rivière-du-Loup - St-Siméon Ltée, but for a while it kept its old name. Clarke would now serve Tadoussac by buying another ferry service, La Compagnie de Navigation Charlevoix-Saguenay Ltée, which crossed the mouth of the Saguenay from Baie-Ste-Catherine, which had now been reached by the North Shore highway.

By no longer sailing downstream, the company could offer more frequent cross-river service on the shorter fifteen-mile 90-minute crossing to St-Siméon. The new ferry would leave Rivière-du-Loup three times daily, except on Sundays, at 8 am, 12 noon and 4 pm, and return from St-Siméon at 10 am, 2 pm and 6 pm, with a half hour stay at each end to load and unload cars and passengers.

With three crossings a day, connections with CSL's Saguenay steamers were also improved by changing at St-Siméon instead of Tadoussac. The ferry company's schedules now carried the notation "connecting at St-Siméon with vessels eastbound and westbound between Montreal and the Saguenay." By 1940, cross-river traffic volumes would reach 8,265 passengers and 3,617 vehicles in a fairly short summer season.

No doubt to the relief of the hoteliers of Rivière-du-Loup, the new ferry was a day boat only and passengers could no longer spend the night on board at Rivière-du-Loup. "Real French-Canadian dinners" gave way to a "lunch counter on board," with "light lunches and regular meals," while passengers requiring accommodation and evening meals now had to stay in establishments ashore and join the ship in the morning.

A corollary to Clarke's acquisition of L'Ile d'Orléans was that it ended up taking over La Traverse de l'Ile d'Orléans Ltée and running two smaller vessels on the route between Quebec and

Nevertheless, after she went to Rivière-du-Loup there was still a residual demand for foot passengers and in 1939 Clarke assigned its 114-foot, 252-ton chartered coaster Père Arnaud to perform this service, commencing June 1. Although the Père Arnaud had been carrying cargo plus ten passengers in berths on the run to Blanc-Sablon, she now carried up to
80 day passengers. In the end, however, she was still too big for the route and a smaller substitute was sought.

The "Iroquois"

La Compagnie de Navigation Charlevoix-Saguenay

Launches aside, the third important local company, acquired in 1940, rather than created, was La Compagnie de Navigation Charlevoix-Saguenay Ltée. This firm had been granted a Quebec charter on April 7, 1938, and was named for the county that at the time covered both sides of the Saguenay River, where it not only operated a ferry service between Baie-Ste-Catherine and Tadoussac but also a cargo service between Quebec and Sept-Iles via wayports.

The formation of Charlevoix-Saguenay had been greatly assisted by the Union Nationale government of Maurice Duplessis, which on April 12, 1938, five days after the company was formed, passed "An Act to ensure communication facilities for the benefit of the population of the northeastern part of the province." This act was meant specifically to improve communications between the principal centres of Charlevoix-Saguenay county and the North Shore, and authorized payment of a subsidy to La Cie de Navigation Charlevoix-Saguenay to supply passenger and freight service every two hours between Tadoussac and Baie-Ste-Catherine and a freight service between Quebec, Baie-St-Paul and Sept-Iles, on a schedule to be agreed between the company and the government. This new service had opened with the 1938 season of navigation.

As for the ferry service, the Quebec Tourist Bureau's brochure, "Tours in Quebec" for 1938, outlined a "Trip to Tadoussac" in the following terms: -

An entirely new section of the province has been opened up to motorists within the last couple of years, through completion of the
first section of a motor highway along the North Shore of the St Lawrence, a region which is destined to rival the Gaspé Peninsula in popularity and interest...

If he wishes to cross the St Lawrence at St-Siméon, there is a regular ferry service in operation, or he may continue on to Tadoussac by road, ferrying across the Saguenay River from Baie-Ste-Catherine to Tadoussac. At the latter resort are to be found the very best of hotel accommodations, and a delightful beach, as well as other fashionable summer resort amusements.

If he wishes, when he reaches Tadoussac, he can proceed north to Ste Anne de Portneuf or await the steamer and proceed to Bagotville up the glorious Saguenay, to resume his tour by road...

Ste Anne de Portneuf was the end of the North Shore road that would eventually find its way to Baie Comeau over the next few years. The steamer to Bagotville, meanwhile, was the daily Canada Steamship Lines service, which had called at Murray Bay and St-Siméon on her way down from Quebec. These ships used their sideports to load the increasing number of tourist cars that passengers now brought with them.

Clarke acquired La Compagnie de Navigation Charlevoix-Saguenay from the Deschênes family, who had developed the cross-Saguenay ferry service along with Joseph Tremblay. Tremblay, who also ran ferries across the Saguenay at Chicoutimi, had operated the Georges William and also developed a subsidized winter service, running from mid-November to mid-March as early as 1904, mainly for the mails to Tadoussac and the North Shore. Mails were not always delivered by ship, however, as when ice prevented ships from moving, dog sleds had proved more useful.

Joseph Deschênes had started with a rowboat, for which he had been offered a subsidy. In 1927, Paul-André Tremblay introduced a small 55-foot motor vessel called the Pixie B, with Deschênes as captain and himself as chief engineer, with a subsidy of $4,000. After Clarke acquired the Saguenay crossing, Deschênes remained as master, and for a time became a councillor for the village of Tadoussac. Since the time that Clarke took over, ships have been operated across the mouth of the Saguenay all year round.

Charlevoix-Saguenay also operated a subsidized cargo service between Quebec and Forestville, Ragueneau and other ports on the North Shore as far as Sept-Iles, for which it used the 247-ton coaster Louis Hébert. Also started in 1938, this service was in direct competition for Clarke, giving it good reason to make an offer to buy the company after the Liberals beat Premier Duplessis in the election. For many years, although the subsidy would cover both, the freight service was actually more important than the ferry service, carrying large amounts of cargo in the days before a highway ran along the North Shore.
Meanwhile, the ferry service across the Saguenay had recently been operated using vessels such as the 78-ton NBT, a wooden-hulled motor schooner fitted with a flush main deck for handling vehicles and a side ramp for loading them. Built at Tadoussac in 1930 and owned by Noel Brisson, she was gone by the time the Clarkes arrived but a larger vessel, the 148-ton Malbaie Transport, built in 1937 and owned by Guy Gagnon, had been similarly fitted out as a winter ferry. As the Malbaie Transport was actually a cargo carrier, she was used in the company's summer freight service to the North Shore when not needed on the Saguenay.

The acquisition of the new ferry service also allowed La Compagnie de Traverse Rivière-du-Loup - Tadoussac Ltée to drop its call at Tadoussac and eventually to change its name to La Traverse Rivière-du-Loup - St-Siméon Ltée.

The "Jacques Cartier"

When taking over the ferry service in 1940, Clarke obtained the 228-ton steel sideloading car ferry Jacques Cartier, of which Capt Deschênes was master. The diesel-powered Jacques Cartier, with dimensions of 145 by 35 feet, had been designed by Montreal naval architect Walter Lambert, who had supervised the refitting of the North Shore after her fire in 1921, and a few years later had with the design and construction of the Northland, before joining Lambert & German (Jean Brillant) and Lambert, German & Milne (Matane I and Rimouski). "The Gazette" reported on her delivery voyage to Tadoussac on May 5, 1938: -

Down river yesterday was the diesel ferry Jacques Cartier, which formerly operated between Lachine and Caughnawaga before the opening of the Honoré Mercier Bridge across the St Lawrence at that point. It is understood she will be used at Tadoussac to link up the new highway which will run from Quebec via that town to Baie Comeau. The ferry was built only a few years ago and was designed by Lambert & German, Montreal naval architects.

The Jacques Cartier had been completed for the Lachine Ferry Company of Montreal in 1924 by Davie Shipbuilding and had become surplus in 1934, ironically the same year in which the Montreal Harbour Bridge was renamed the Jacques Cartier Bridge. She had then been sold to Horne's Ferry of Wolfe Island, Ontario, a firm that dated to 1802, to operate between there and Cape Vincent, New York. Like the ferry, that firm is still in operation, but she was too big for her new route and was subsequently brought to Tadoussac to cross the Saguenay while Horne's Ferry went back to operating motor launches and pilot boats.

The Jacques Cartier could carry 88 passengers and 12 cars, and had a
crew of seven. Powered by twin Kromhout diesels, she ran between Baie-Ste-Catherine on the west side of the Saguenay and Tadoussac on the east side, both at the time in Saguenay County. The ferry's original name had been kept as it was most appropriate for the route, Jacques Cartier having landed at Tadoussac on his second voyage in 1535.

Within a few years, Annie Ewing Oakley would write of her trip in the *Jacques Cartier* in her book "Kaleidoscope Quebec":

The pleasure of lunching at Tadoussac is actually secondary to the main object of the trip - the half-hour aboard the Sainte Catherine-Tadoussac ferry, at the entrance to the Saguenay. Steep hills, formidable walls of granite, chaotic landslides, especially dangerous in spring freshets, tend to deter visitors to the Saguenay shore, which has probably changed little since the days when it was the resort of Indian tribes.

When the Saguenay was choppy, however, the crossing could be quite different, as related by Jean Middleton Donald, in her book "Quebec Patchwork," after she crossed from Baie-Ste-Catherine in the late 1930s:

Having manoeuvred on board the tossing, flat ferry, we spent the rest of the trip across the white-capped waters in wondering if we would stay on. It is phenomenal how that ferryboat can roll on the least provocation! Very soon it wallowed its uncertain way into the landing stage on the Tadoussac side, and we drove blindly off the wharf up a dark hill.

With the new arrangement, motorists could now take the Rivière-du-Loup from Rivière-du-Loup to St-Siméon and then continue to Tadoussac by way of the North Shore highway, crossing the mouth of the Saguenay with La Compagnie de Navigation Charlevoix-Saguenay Ltée at a fare of $1.25.

**The "Louis Hébert"**

The wooden motor coaster *Louis Hébert*, which performed the cargo service from Quebec to Forestville, Ragueneau and Sept-Îles via wayports, had seen an interesting first decade. With dimensions of 136 by 24 feet and powered by a Fairbanks-Morse diesel, she had been delivered as the rumrunner *Ada M* in 1929, by J S Gardner at Liverpool, Nova Scotia.

On April 1, 1930, while still new, the *Ada M* had been seized by the US Coast Guard, with allegedly $500,000 worth of gin, scotch and rye on board, within the twelve-mile limit off Asbury Park, New Jersey. She was towed in to New York and although her captain and crew of ten were arrested, she was successfully released after a dispute over the legitimacy of her seizure. Ultimately, it was held that because she was not "bound to the United States"
at the time of her arrest, the Coast Guard had no right to seize her.

Carrying on for a while thereafter, but no longer been needed after Prohibition ended, she had been laid up at Riverport, Nova Scotia, since 1934. After four years of idleness, however, she was purchased in May 1938 by La Compagnie de Navigation Charlevoix-Saguenay and received her new name of *Louis Hébert* in 1939.

Louis Hébert had been the first Canadian settler, having farmed at Port Royal, Acadia, between 1604 and 1614, and then at Quebec, between 1617 and 1627. This part of Acadia became Nova Scotia in 1713. The vessel's name thus recognised not only her new area of operation but also where she was built. The *Louis Hébert* also carried a few passengers on her voyages along the North Shore.