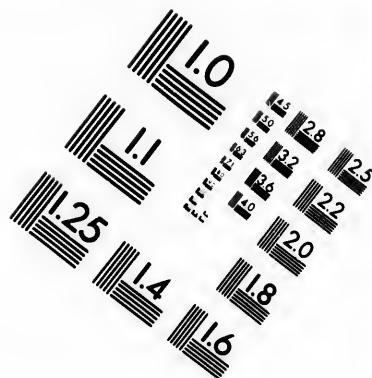
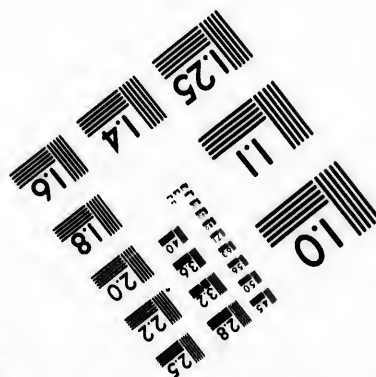


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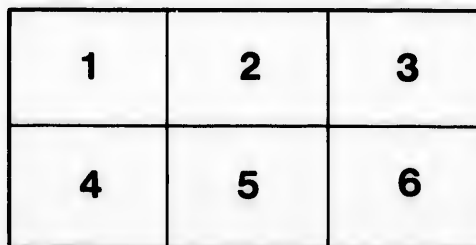
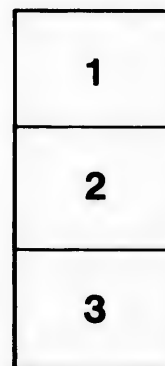
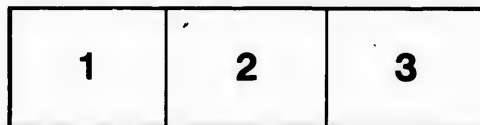
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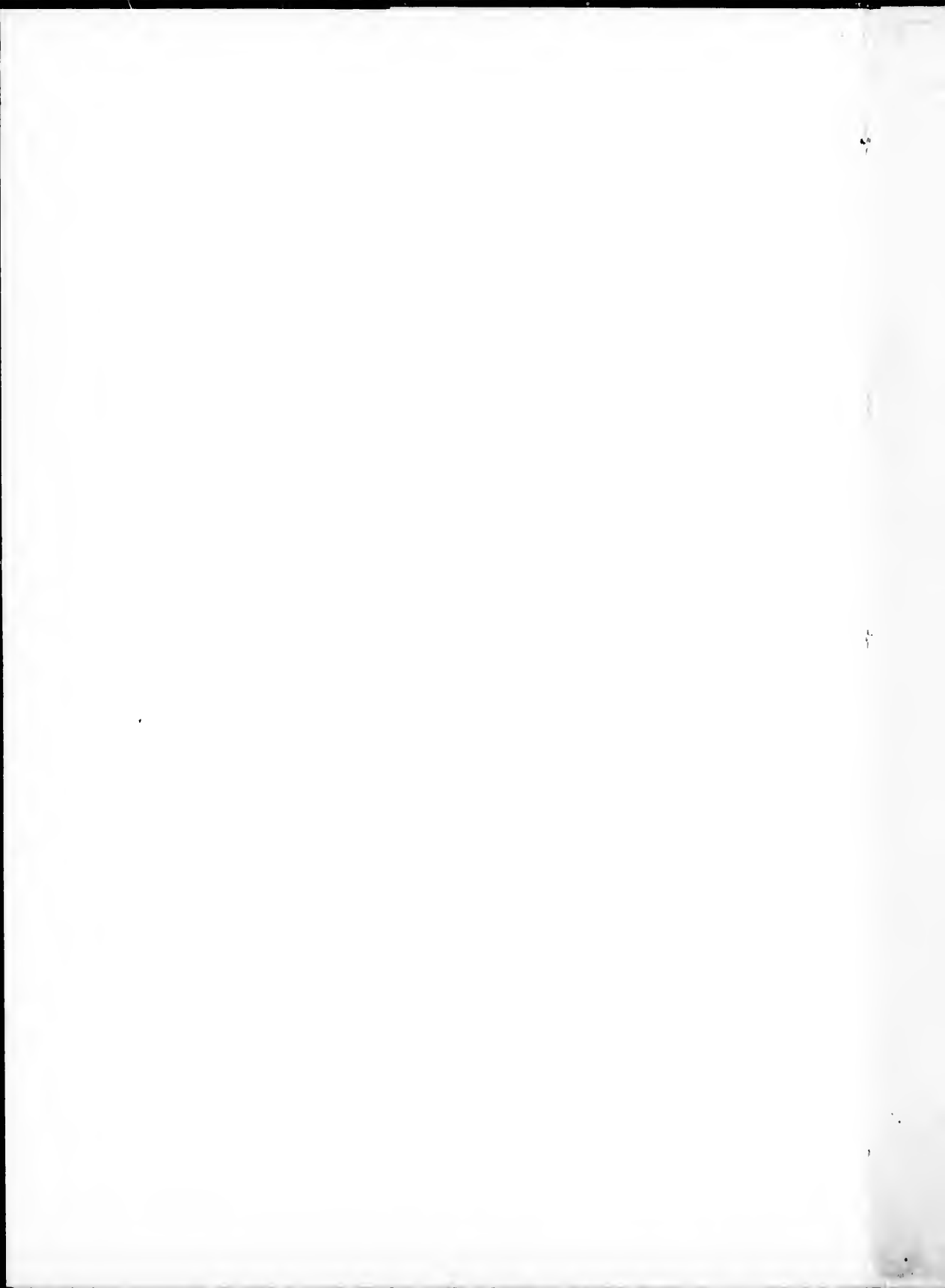
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THE SHIPPING INTEREST OF CANADA
IN REFERENCE TO A
DEEP WATER PIER
AT
FATHER POINT, LOWER ST. LAWRENCE.

1894

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THE SHIPPING INTEREST OF CANADA

IN REFERENCE TO A

DEEP WATER PIER

AT

FATHER POINT, LOWER ST. LAWRENCE.

The interests of navigation have long suffered from the want of a deep water pier on the Lower St. Lawrence, and several times the subject has been brought before the Government of Canada, each time supported by the Quebec and Montreal Boards of Trade, the Quebec pilots and the steamship companies in Quebec and Montreal.

In 1871 the project was strongly supported by the Hon. H. L. Langevin, the Hon. Dr. Fortin, M.P., the Hon. J. Fournier, the Hon. L. H. Holton, M.P., and other prominent members on both sides of the House, and after an exhaustive and instructive discussion (*vide* Hansard, 1871) an amount was unanimously voted for the purpose, and re-voted at a subsequent session, but unfortunately the vote remained a dead letter.

The project at that time was for the construction of a harbor of refuge, but now that it is conceded that a single pier reaching into deep water with shelter blocks at the extremity is all that is required, and that the Government engineers have surveyed and sounded the locality and reported favourably, it is to be hoped that energetic action will be immediately decided upon to provide this long desired pier in the interests of our shipping trade and of our mariners.

Father Point is already a natural harbor for moderate sized craft, and is undoubtedly the spot best suited by nature for the purpose of a pier; it stands out directly in the course of steamships and can be made in all weathers so safe is the approach from every direction, with deep water close to shore and good soundings and even unchangeable bottom everywhere.

About 600 oceanic steamers annually make Father Point their only place of call between Quebec and Europe, and during the last 38 years some 28,000 passengers and 14,400 pilots have been either landed or embarked there in open boats.

The registered tonnage of steamship lines calling at Father Point amounts to over 800,000 tons per season.

Pilots are taken on by inward and put ashore by outward steamers at this point.

The lives of those brave men are often in jeopardy from want of a pier; moreover, since the pier has been asked for, two lives have been lost in the service.

Father Point is known the whole world over as an important place of call; it is an important telegraphic station, and has a lighthouse. Fog Signal Cannon is a storm signal station, a signal service station, a tidal survey station, and has a meteorological observatory.

It would be a fine point for a wrecking station, as a deepwater tug stationed there would be within easy call to render assistance to distressed shipping, there being no deepwater pier between Quebec and Gaspé—an interval of 360 miles—where a tug can remain and obtain coal.

Father Point is centrally located between the points named, and vessels in distress could find shelter there.

Father Point would also be the best possible station for the despatching of the North Shore mails.

The proposed pier would be situated within two miles of a station of the Intercolonial Railway.

The coal companies could there supply the Intercolonial Railway with coal for their own use and for distribution at a figure at least 50c. per ton below what it now costs the Government. We have an offer from one of the leading companies to support this.

The river steamers and local craft would also use the wharf, and there is a large quantity of merchantable lumber in the county of Rimouski that could be exported from Father Point.

There would be much time saved by landing and embarking the English mails at this point, as at Rimouski the shoalness of the water and consequent necessary grounding of the steam tender causes serious detention to the mails and inconvenience to passengers, beside loss of time and expense to the steamship companies.

The R. M. S. Numidian inward, and R. M. S. Vancouver outward, and several others, suffered serious detention from this cause in 1893.

As Father Point is clear of ice nearly all winter, navigation could be lengthened out by at least two months per season without even entering the margin of what is called winter navigation.

It would prove a valuable deep water terminus for the Intercolonial Railway, and all incoming steamers could procure fresh provisions at this point. Some of them do so at present by small boat with much difficulty.

And a coal depot at this point would be of great value to steamers running short of coal as often happens after a long passage.

A petition in support of the Father Point pier has just been forwarded to the three branches of the Federal Legislature at Ottawa, as follows:—

The undersigned shipping firms and others interested in shipping wish again to draw your attention to the fact that in the interests of navigation a pier is very badly

needed at Father Point, the first and last stopping place of about six hundred steamers per season.

There is no deep water pier between Quebec and Gaspé, an interval of three hundred and sixty miles.

At the Father Point light nature has provided deep water close to shore with fine even unchangeable bottom, and large vessels can safely and easily approach from all directions even in fog or snow, the soundings are so even and reliable. Expenditure at any other place in the vicinity would not meet our requirements, and any extension of Rimouski pier would be of no value to us.

We feel strongly that if any public expenditure is made for wharf purposes the site chosen should be one that would prove of service to our steamers, and, as all mariners strongly support Father Point as the only locality where a pier would be of use, we therefore earnestly hope that another session will not be allowed to pass without action being taken to meet our views.

And your petitioners will ever pray.

Signed in Montreal by

H. & A. ALLAN.

ROBERT REFORD & CO.

DAVID TORRANCE & CO.

H. E. MURRAY, General Manager Beaver Steamship Co.

HAMBURG AMERICAN PACKET CO., per JAMES THOM, Manager.

DOMINION COAL CO., Limited, } KINGMAN, BROWN & Co.,

BLACK DIAMOND S. S. CO. } Agents.

McLEAN, KENNEDY & CO., Agents Furness, McLean & Columbia Steamship Line.

MUNDERLOH & CO.

HARLING, RONALD & CO.

D. G. THOMSON, President Corn Exchange.

CARRBRAY, ROUTH & CO.

J. G. SIDEY, per ALEX. STODDART.

J. G. BROCK.

THE CANADA SUGAR REFINING CO., (Limited), per W. W. WATSON, Secretary.

W. W. OGILVIE, President Board of Trade.

JAS. A. CANTLIE, 1st Vice-president Board of Trade.

EDGAR JUDGE, Treasurer Board of Trade.

A. W. OGILVIE.
 DONALD A. SMITH.
 W. C. VAN HORNE.
 R. M. ESDAILE, Council Board of Trade.
 D. L. LOCKERBY, "
 FRANK J. HART, "
 DAVID ROBERTSON, "
 WM. CUNNINGHAM, "
 JOHN BAIRD, "
 D. A. McPHERSON, "
 JAS. WILLIAMSON, "
 J. D. ROLLAND, Vice-president Chambre de Commerce.
 CRANE & BAIRD, per CHAS. J. BAIRD.
 HENRY DOBELL & CO.
 J. B. LEARMONT.
 FRANK CAVERHILL.
 ROBERT HAMPSON.
 ARCH. NICOLL, Marine Underwriter and Vice-president Marine
 Insurance Association.
 JAMES E. RENDELL.
 BRITISH & FOREIGN MARINE INSURANCE } E. L. BOND,
 CO. OF LIVERPOOL. } Att'y.
 RELIANCE MARINE INS. CO. OF LIVERPOOL. }
 BOARD MARINE UNDERWRITERS, per JOHN POPHAM, President.
 UNION MARINE INS. CO. OF LIVERPOOL, } JOHN POPHAM
 STANDARD MARINE INS. CO. OF LIVERPOOL, } Att'y.
 CAPT. REID, Port Warden and Surveyor for Lloyds.
 CAPT. VIBERT, Deputy Port Warden.
 D. A. WATT.
 EDW. MURPHY.
 ALPH. DESJARDINS.
 W. A. HASTINGS.
 JAMES ALLEN.
 E. F. CRAIG.
 J. & R. McLEA.
 AUGTE. GIRARD.
 E. B. GREENSHIELDS.
 MARSAN & BRONEAU.
 MONTREAL, 1st. March, 1894.

The same petition bears the following Quebec signatures :

ALLANS, RAE & CO.
 CARBRAY & ROUTH.
 A. AHERN, Sec'y Qbc. S.S. Co.
 HENRY FRY & CO., Agents to Lloyds and Agents Thomson SS. Co.
 H. H. SEWELL, Agents Beaver Line.
 WM. M. MACPHERSON, by E. HALE, Atty., Agent for Dominion
 SS. Co., and Hamburg American Packet Co.

T. BRODIE, President Board of Trade.
 EDM. GIROUX, Chairman Harbor Commission.
 RICH'D TURNER, Ex-President Board of Trade.
 WHITEHEAD & TURNER, Wholesale Importers.
 V. CHATEAUVERT, M. P. P.
 G. AMYOT.
 J. B. RENAUD & CIE.
 ART. J. TURCOTTE.
 W. & R. BRODIE.

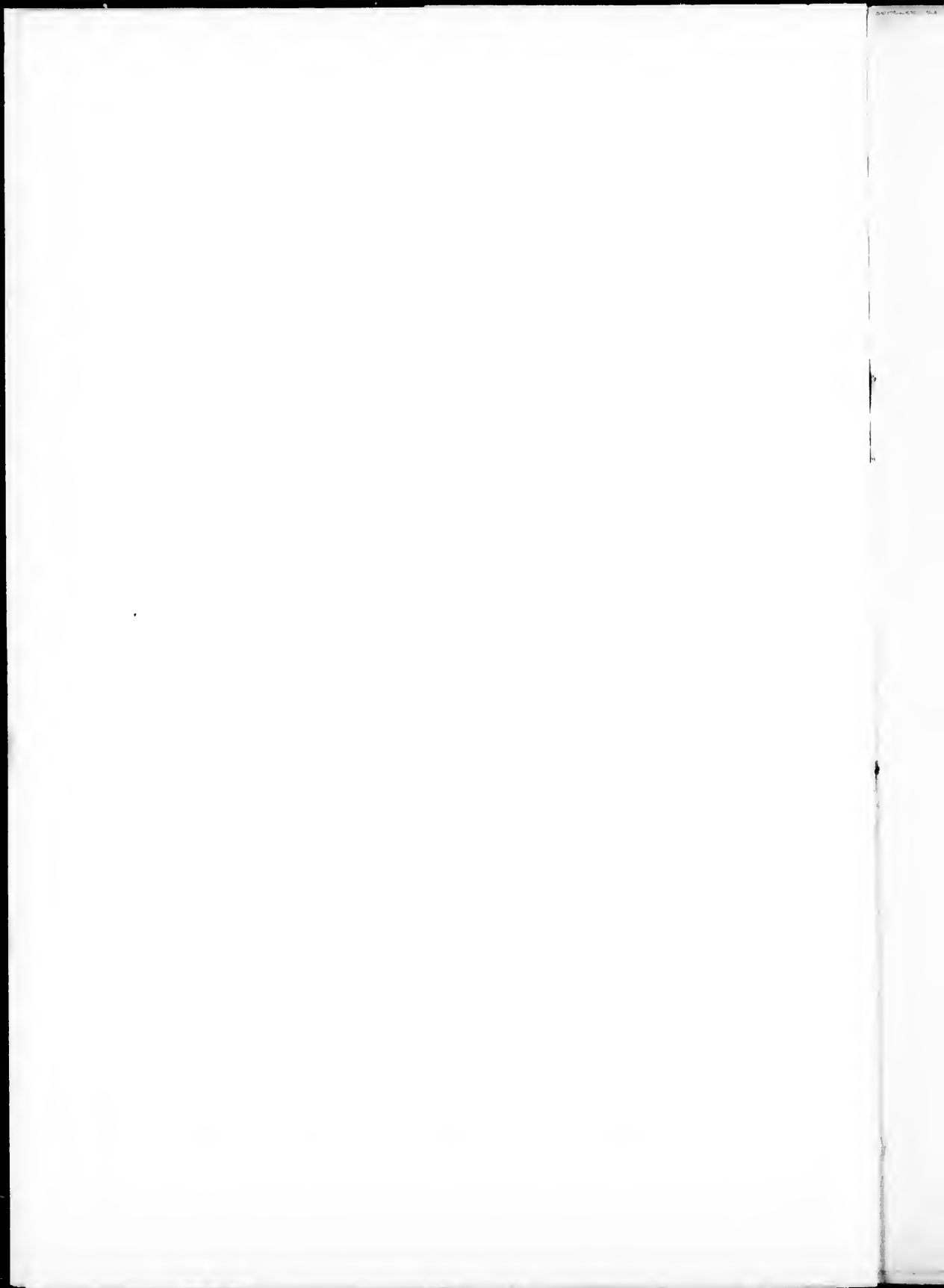
Quebec, March 1, 1894.

The Quebec Board of Trade and the Montreal Chambre de Commerce have again forwarded resolutions to Ottawa supporting the above petition.

And it is also supported by the Quebec Harbor Commission, The Montreal Board of Trade, The Marine Underwriters Association, The County Council of Rimouski.

And petitions from parishes of Rimouski County as follows:

Father Point	69 signatures.
St. Fabien	Expecting return too late.
St. Simon	" "
St. Mathieu	120 signatures.
St. Anaclet	122 "
Ste. Luce	109 "
St. Donat	104 "
St. Gabriel	76 "
St. Flavie	95 "
St. Angele	Expecting return too late.
St. Octave, Metis	71 signatures.
Mont Joli	52 "
St. Joseph	31 "
Causapscal	42 "
Cedar Fall	Expecting return too late.
Sandy Bay	" "
Riviere Blanche	77 signatures.
St. Moise	Expecting return too late.



Sacré-Cœur 67 signatures

Total..... “

The following petitions were signed in Rimouski Town, the signatures being obtained by Majorique Côté, Esq :

Forwarded to Sir Adolphe P. Caron, the representative of Rimouski County, and Hon. J. A. Ouimet, minister of Public Works, Ottawa :—

L'humble requête des soussignés expose respectueusement :

Qu'il serait de l'intérêt tant du pays en général, que du comté de Rimouski en particulier, qu'un quai à eau profonde serait construit à la Pointe-au-Père, dans le dit comté de Rimouski, et parmi les nombreux avantages résultant de la construction de ce quai, nous nous permettrons de mentionner les suivants :

La plus grande partie des matériaux pouvant être fournis par les personnes de l'endroit, ou à la proximité d'icelui cela permettrait aux propriétaires de bois de construction de vendre ces bois, et d'en retirer un certain revenu, et par là même, d'employer un bon nombre d'ouvriers et de journaliers, obligés de s'expatrier pour gagner la vie de leur famille ;

Les vaisseaux venant de la haute mer pourraient s'approvisionner ici d'une certaine quantité de provisions fraîches, ce qu'ils font actuellement avec beaucoup de difficultés et les cultivateurs, ainsi que les commerçants de l'endroit, auraient un marché assez considérable pour la vente de leurs produits ;

Ce quai permettrait aux vaisseaux faisant le transport des passagers à l'intérieur, de s'arrêter ici facilement, ce qui serait un grand avantage tant pour les compagnies de transport que pour les particuliers ;

D'après les explorations déjà faites, cette construction est facile et très praticable, et rendrait un service im-

mense aux compagnies de vapeurs transatlantiques, et à tous les marins en général, en permettant aux vaisseaux d'un fort tonnage d'y faire escale pour s'approvisionner de charbon pour la traverse de l'océan, leur évitant ainsi un trajet considérable pour se rendre à Sydney, où se fait ordinairement cet approvisionnement, un retard de plusieurs heures, et aussi des extra sur des primes d'assurance ;

Par la construction de ce quai il serait facile d'abrégier de plusieurs heures le transport des malles transatlantiques et des passagers ;

Ce quai serait d'un accès facile en tout temps, et permettrait aux vaisseaux de prendre et de laisser facilement leurs pilotes, ce qui se fait actuellement quelque fois avec beaucoup de difficultés ;

Qu'en plusieurs circonstances les pilotes chargés de descendre les vaisseaux de Québec, ne peuvent débarquer à la Pointe-au-Père, et sont obligés de se rendre en Europe dans les mauvais temps de l'automne, ce qui serait évité par la construction de ce quai ;

Plusieurs pertes de vie sont aussi à déplorer depuis un certain temps, causées par les difficultés qu'offrent quelques fois les gros temps, et avec un quai à eau profonde ces accident n'arriveraient certainement pas ;

Que ce quai favoriserait le commerce de bois de l'endroit, lequel pourrait être très considérable ;

Ce commerce augmenterait les revenus de la province et en particulier les recettes du chemin de fer Intercolonial ;

C'est pourquoi nous vous prions d'user de tout votre influence pour favoriser la construction de ce quai ;

Et vos requérant ne cesseront de prier.

Signed :

† ANDRE ALBERT BLAIS, Evêque de St. Germain de Rimouski.
L. ROULEAU, Ptre. Chanoine, Curé de Rimouski.

J. H. LAVOIE, Ptre. Sec. Ev. de Rimouski.
 L. A. BILLY, J. C. S.
 L. N. ASSELIN, Préfêt de Rimouski.
 A. P. GARON, Magistrat de District.
 Ls. TACHÉ.
 ANT. POIRIER, Ptre. Proc. Séminaire.
 E. L. DIONNE, Avocat.
 R. P. SYLVAIN, Ptre. Chanoine, Sup. Séminaire.
 J. R. ROY, Ptre. Dir. Séminaire.
 O. O. NORMANDIN, P. D. G. S. R.
 R. A. DRAPEAU.
 L. J. LAROCHE, N. P.
 L. LEPAGE, M. D.
 H. G. LEPAGE, Marchand.
 L. E. DANJON, Avocat.
 N. BERNIER, Avocat.
 A. P. LETENDRE, Avocat Protonotaire.
 L. G. CASAULT, Registrateur.
 A. CHAMBERLAND, Avocat.
 MAJ. COTÉ, Douanier.
 C. F. DERY, Agent I. C. R.
 CYP. ST. LAURENT.
 J. A. GAUVREAU, Huissier Audiencier.
 HERM. MARTIN.
 A. G. DION.
 F. G. COUTURE, Sec.-Trés.
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 SAM. ALLARD, Jr.
 OCT. THERIAULT.
 EDOUARD THERIAULT.
 JEAN LEVASSEUR.
 PHILIPPE THERIAULT.
 Ls. LENGHAN.
 A. LAVOIE.
 O. PERRON.
 J. A. TALBOT, Marchand.
 ALF. MARTIN,
 ALPH. COUILLARD, Shérif du District de Rimouski.
 A. ST. LAURENT.
 LOUIS LAVOIE.
 PIERRE N. DESROCHES.

JOS. LANGLAIS, Marchand.
 JOS. PARENT.
 ALPH. POULIN, N.P.
 FORTUNA HEPPEL.
 LOUIN CHOPIN.
 PIERRE DRAPEAU, Agent des Terres de la Couronne.
 GASPARD DION.
 J. T. COUILLARD, Marchand.
 AUG. N. COUILLARD,
 A. NAP. COUILLARD.
 DR. R. FISET.
 DIDIER OUELLET, Marchand.
 PIERRE THERRIAULT.
 JOHN GLEASON.
 FRs. ST. LAURENT, Sr.
 FRs. ST. LAURENT, Jr.
 ABRAHAM CARON.
 C. A. ST. PIERRE.
 J. C. GAUVREAU.
 L. J. E. MARTIN.
 G. H. COURCHESNE.
 SAM. COTE, Marchand.
 GEORGE WELCH.
 ADELARD ST. LAURENT.
 JULES ST. LAURENT.
 CYPRIEN CANNEL.
 JOSEPH BEAULIEU.
 HYACINTHE BEAULIEU.
 JOSEPH JALBERT.
 EMILE POURDE.
 ALPHONSE VAILLANCOURT.
 JOSEPH LEPAGE.
 JOSEPH D'ANJON.
 ARTHUR GODBOUT.
 J. ADH. MARTIN.
 F. LAUZIER.
 E. B. GAUVREAU, Ptre.

RIMOUSKI, 27 avril 1892.

PETITION SENT TO THE HONOURABLE MINISTER OF
PUBLIC WORKS, OTTAWA, BY STEAMSHIP
CAPTAINS IN 1881.

The following is to certify that we, the undersigned Commanders of Ocean Steamers trading to the St. Lawrence, have heard with pleasure that your Department have had soundings made at Father Point with a view of building a pier at that important point.

We assure you that the construction of a pier at the place named would be of great service to vessels of heavy draught.

Father Point is a most important station for us, and from practical experience of the locality we would take the liberty of strongly suggesting that the pier be built on the point on which the lighthouse stands, as no other place could ever be made as safe and handy for mariners to come to.

We have heard that Rimouski Harbour and Pouliot's Point have been mentioned as probably competing points for the construction of the pier, but we assure you that neither of those places are suitable nor safe of approach for any but very small craft, nor could they be made any better by work of any kind.

(Signed,) CAPT. RITCHIE, R. M. S. Parisian,
LIEUT. BARRET, R.N.R., R. M. S. Mongolian,
CAPT. WILLIAMS, R. M. S. Vancouver,
CAPT. McAULAY, R. M. S. Labrador,
CAPT. RICHARDSON, SS. Sardinian,
CAPT. JOHNSON, " Sarnatian,
CAPT. STEWART, " Lake Superior,
CAPT. CAMPBELL, " Lake Ontario,
CAPT. COUCH, " Sarnia,
CAPT. HERRIMAN, " Lake Winnipeg,
CAPT. CUMMINGS, " Iona,

CAPT. BAQUET,	S. S. Miranichi,
CAPT. ROLLO,	" Tritonia,
CAPT. CRIGHTON,	" Amarynthia,
CAPT. JOHNSON,	" Norse King,

and 42 other steamship captains.

Another petition was forwarded to the Honourable Minister of Public Works, Ottawa, dated Quebec, January 4th, 1886, of which the following is a quotation : " We, " the undersigned Lower St. Lawrence pilots, do hereby " testify in the interests of navigation to the great neces- " sity existing for the construction of a deepwater pier on " the Lower St. Lawrence, and we are all of the firm " opinion that the place known as Father Point (opposite " the Lighthouse) is the spot best adapted for the placing " of the said pier."

L. E. MORIN,	President Corporation of Pilots.
JAS. PH. COUILLARD,	Director Corporation of Pilots.
LAURENT GODBOUT,	" " "
NESTOR LACHANCE,	" " "
CHS. ARBEL BERNIER,	" " "
L. TREFLÉ DELISLE,	Pilot.
HUBERT RAYMOND,	"
ANTOINE GOBEIL,	" " Allan Mail Line."
NUMA LACHANCE,	" " "
CHARLES VEZINA,	" " "
J. B. BERNIER,	" " " for 20 years.
JOS. BROWN,	" " Dominion Line.
JOS. GRAVEL,	" " "
J. B. PATOINE,	" " "
ADAM POULIOT,	" " "
VICTOR VEZINA,	" " Allan Line."
ONESIME LAROCHELLE,	" " "
ADELARD SANTERRE,	" " "
JOHN TREMBLAY,	" " Donaldson Line.
F. X. LAMORRE,	" " "
JOSEPH BERNIER,	" " "
ALFRED LAROCHELLE,	" " Beaver Line."
JOSEPH LAROCHELLE,	" " "
RAYMOND LAMONTAGNE,	" " "
CHARLES F. BROWN,	" " Thomson Line."
JOS. PLANTE,	" " Great Western Line."

And the following Pilots :

Narcisse Lavoie, Bona Lavoie, Thos. Chouinard, Jos. Lachance, Jr.,
Eugène, Anctil, Pierre S. Laprise, F. Noël, Pierre Fontaine, David Bouf-

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fard, D. A. Bouffard, Frédéric Bouffard, Joseph Lapointe, Onésime Noël, Moïse Pouliot, Philias Langlois, Cyprien, Langlois, Jean Delisle, Cyprien Raymond, Louis Laprise, Louis Laprise, Charles Nolet, Jean Dugas, Pierre Lemieux, Edmond Larochelle, Michel Guenard, David Dumas, Pierre Lapierre, Trellé Simard, Eustache Dorion, Victor Demers, Eugène D. Bonlanger, Adjutor Lachance, George Santerre, Charles Pelletier, Jules Asselin, Camille Bernier, Charles Chavet, Laurent Larochelle, Olivier Leclerc, Cyrille Audet, Louis Honorius Lachance, Achille Damour, Régis Ménard, J. B. Talbot, Sr., John Talbot, Jr., Barth Lachance, Paul Paquet, Joseph Paquet, Paul Paquet, Jr., Louis Thivierge, Joseph Lachance, Sr., Joseph Fortier, Philias Lachance, Jos. Paquet, Alphonse Pouliot, Isidore Noël, Capt. Sos. Morin, J. B. Pouliot, Joseph Pouliot, Gabriel Lachance, Joseph Pouliot, Sr., Joseph Pouliot, Jr., Jean Pouliot, J. E. Lachance, Jos. Pouliot, Paul Gobeil, Pierre Gobeil, Jean Gobeil, Cyrille Lapointe, Jean Coulombe, Joseph Lachance, Léon Labreque, Napoléon Rionx, Paul Lachance, Paul Lachance, Thomas Simard, Charles Raymond, Antoine Lapointe, Samuel Rionx, Thomas Chouinard, A. Jovvin.

QUEBEC, January 4th, 1886.

It may be stated that a wharf at Father Point would always be clear of ice from the beginning of March up to the end of December. For local navigation it would be invaluable, while to the surrounding parishes it would prove of incalculable advantage.

To the country at large it is needless to say whatever benefits our navigation must be of importance.

The projected improvement is sure to meet with grateful appreciation from the travelling public, while to visitors to our shores it will be on their first glimpse of Canada, pleasing evidence of that national enterprise of which the outside world has lately heard so much.

MONTREAL, March, 1894.

