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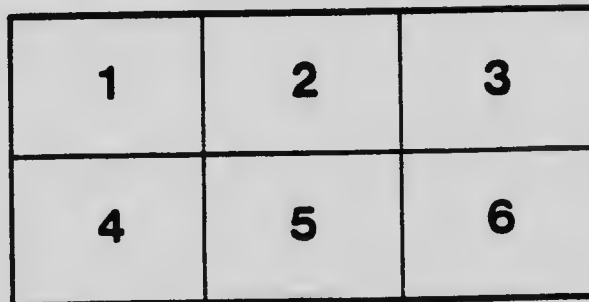
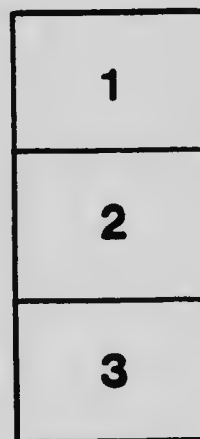
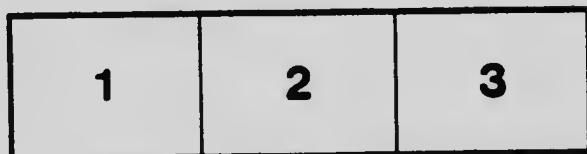
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**SUPPLEMENTARY INFORMATION
REGARDING THE PROPOSED
CAR-FERRY SERVICE, AND THE
WINTER NAVIGATION OF THE
ST. LAWRENCE.**

Quebec, December 29th, 1911.

J. G. Scott, Esq.,
Quebec.

Dear Sir:

Having considered the proposal of your friend to navigate the Gulf of St. Lawrence from Gaspé Basin to a place in Newfoundland called Bay of Islands, to connect overland by rail to Green Bay, a distance of some 90 miles, then to Europe by fast steamer. I am glad to give you my following opinion re this proposal.

First: By this route a steam line could be maintained all through the year and would avoid the constant fog of the Straits of Belle Isle during the summer months; also it would not meet with so many icebergs in the Atlantic side and into Green Bay.

The weather is always more clear off the Coast at that part of Newfoundland.

With regard to the Gulf of St. Lawrence, *specially during the winter*, a properly built vessel could *navigate and ferry all the cars from Bay of Islands to Gaspé as well as she could on the Great Lakes*, being properly secured for such service.

By keeping South of Anticosti going and coming she would encounter less ice than a straight line across, though she would make a greater circle going and coming.

But I may mention here that the best Port in the Gulf of St. Lawrence for a winter Port is Seven Islands Harbor, and the best route to seaward is to the North of Anticosti Island.

But it will take several years before the railway will be built along the North Coast of Labrador.

The scenery would be great, and passengers would prefer taking this route in summer.

I remain, dear Sir,

Yours truly

(Signed) J. E. BERNIER.

(Captain Bernier has been a navigator since 1866. He is now in command of the Canadian Government Steamer "Arctic," and has made three very successful voyages to Hudsons Bay and the Arctic Ocean, and understands winter and ice navigation thoroughly, and knows the St. Lawrence at all seasons of the year better probably than any man living. He has never lost a ship or had a serious accident.)

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Quebec, Dec. 30th, 1911.

J. G. Scott, Esq.,
Quebec.

Dear Sir:

The talk we had the other day at the Garrison Club regarding the scheme of a Railway between Green Bay and Bay of Islands, Newfoundland, and to connect Gaspé Basin and Bay of Islands by Steamers during summer and winter has interested me very much; it will be great to realize such a scheme.

As I told you, your friend has great chances to succeed; my experience of 37 years travelling in the lower part of the Gulf of St. Lawrence, and principally a voyage I made last winter on board the S. S. Montcalm, which left here on Feb. 6th, 1911 for as far as Anticosti, has shown to me the possibility of such a plan, and I herewith give with pleasure certain information that I believe will interest you.

In fact, I acknowledge that a steamer properly built for ice can properly navigate during the winter; as it is a fact known to all that during the winter three-quarters of the wind comes from the North, and this has for effect that the ice goes Southward.

A railroad is now in construction on the North shore, and is projected to go as far as Seven Islands, which is one of the nicest sea ports, for summer and winter, in the Gulf of St. Lawrence.

In my humble opinion I believe that navigation all the year round between Seven Islands and Bay of Islands will be most practicable, by the way of North of Anticosti Island.

The advantages are too numerous to mention connected with such a scheme, including the great development of the lower part of the Gulf of St. Lawrence which is so rich in every respect.

Yours very truly

(Sd.) J. A. FAFARD.

(Mr. Fafard has been in the Government service for 37 years at Pointe de Monts, the gateway of the St. Lawrence, and understands the movement of the ice thoroughly.)

Hon. L. P. Pelletier,
Postmaster-General and
Representative of the District
of Quebec in the Federal Government,

Jan. 20, 1912.

Sir:

The Quebec Board of Trade have been informed that the Government of Newfoundland has voted a subsidy of \$75,000 per annum for 25 years to a London syndicate who propose to build a railway from Green Bay to Bay of Islands, Newfoundland, and a fast and powerful car ferry steamer to carry trains, winter and summer, from the latter point to Gaspé or Dalhousie. This service would be in connection with fast ocean steamers from Green Bay to Ireland or England.

As this project would be of very great importance to Canada, not only for a faster English mail service, but also as making a daily and more intimate connection between this Province and Newfoundland, the Council of the Quebec Board of Trade would respectfully suggest that so as to prove the perfect practicability of this route in winter, as has been affirmed by our most experienced navigators—the Government steamship *Montcalm* on her next trip to the Gulf in the month of February should make a run from Gaspé to Bay of Islands.

The transfer of entire trains, in winter, across Lake Michigan and across Lake Baikal in Siberia, has proved perfectly successful under much more difficult circumstances than exist in the Gulf of St. Lawrence, so we feel confident that the Government will not hesitate to make a trial likely to be productive of such beneficial results.

Your obedient servant,

(Sd.) T. Le VASSEUR,
Secretary.

THE MONTCALM'S TRIP.

(Special to *The Chronicle*.)

Gaspé, Que., Feb. 12.—The arrival of the *Montcalm* at Anticosti shows us clearly that it is an easy matter to navigate the Gulf in winter to Gaspé. The channel north of Anticosti is generally blocked, while the south is moving and open.

During the last few days the ice has moved with southeasterly winds to the north. Any good ice boat could navigate through it quite fast at any time.

Then should the bay be left open, the matter of reaching the railway terminals here would be easy. We will therefore hope to have a trial made ere long.

Quebec, 14th Feby., 1912.

H. C. Thomson, Esq.,

Dear Sir:—

I have read with much interest your pamphlet, and have followed carefully your explanations as to the proposed railway across the northern part of Newfoundland and its connection on the one side with a line of fast steamers to Ireland and on the other with a train ferry steamer to Gaspé.

I was at first skeptical as to the utility of a route requiring the inconvenience of transshipment of passengers, mails and freight at a port in Newfoundland, but after careful consideration of all its points, it does seem to me that your project has many advantages and much merit.

I understand that Green Bay on the East coast of Newfoundland is an excellent harbor, in what is called the fog-free zone, that is to say, a portion of the Newfoundland coast which is free, or almost free, from the fogs which cause so much delay and risk to shipping at the Straits of Belle-Isle on the North and on the banks and the Cape Race route to the South of the Island. A short railway of ninety miles will take you across the narrow neck of land to Bay of Islands on the West coast, immediately opposite Gaspé. Passengers, mails and fast freight will be transferred to trains at Green Bay, and these trains will be carried through on the train ferry, to Gaspé and thence to Quebec, Montreal and Western Points without transshipment.

I understand further that the idea is to make Green Bay a port of concentration for trawlers and fishing boats fishing in Northern Newfoundland, Labrador and other Northern waters and to carry fresh fish in refrigerator cars from Green Bay to all parts of Eastern Canada and the United States, in the same way as the whole of Great Britain is supplied with cheap fresh fish from the trawling fleets of the North Sea which transfer their catches into iced cars at Aberdeen. That railway men consider this practicable is evidenced by the letters addressed to you by the General Managers of such great railways as the Delaware & Hudson and the Erie, offering their co-operation. It seems to me

that the endorsement of your project by men of such standing is unanswerable.

Your figures show that with steamers of equal speed, the English mails could be inuded in Montreal 12 hours faster by your route than they are at present.

I believe the train ferry project between Bay of Islands and Gaspé is quite practicable, in winter as well as in summer. These train ferries are most successful at Detroit, Lake Michigan and Ontario, and across Lake Balkal in Siberia, where the ice is said to be more troublesome than in the Lower St. Lawrence, and there is the fact of successful winter navigation of the Baltic between Stockholm and Helsingfors. You have also the strong evidence of Captain Bernier, the celebrated Arctic navigator, of Captains Couillard and Lucance, and of Mr. Lafard of Pointe Des Monts, all men of long experience and thoroughly acquainted with ice conditions in the Gulf of St. Lawrence.

It may be argued that train ferry steamers will carry much less tonnage in cars than they would in bulk, and that therefore the cost of transportation will be greater. This is true, but the freight you propose to transport is perishable and requiring despatch, and the avoidance of transshipment and handling, and can therefore afford to pay a higher rate.

The geographical features of your project are striking. The shortest possible line from Northern Europe to the St. Lawrence passes through the Northern part of the Island of Newfoundland. Your line follows it. Many years ago, Sir Sandford Fleming, Canada's greatest engineer, made a report advocating the very route you have chosen. In those days, a train ferry was unknown. It was the one link missing which made the project impossible at that time. You have added it and made the scheme practicable and practical.

I earnestly hope that you may succeed in your patriotic project, destined, I trust, to unite Canada to the historic old island colony, of whose simple loyalty the Empire is so proud, by a bond of daily communication between the colonies, which will enable us to know and appreciate each other better, to our mutual advantage.

I look for the time when the success of your project will lead to like good results to the valuable sea fisheries of this Province; and perhaps, before many years, the widening of the gauge of the existing railway, from Bay of Islands to St. Johns, will enable a daily train to run between St. Johns and Montreal.

I am impelled to write you this letter because I know what it is to carry out a difficult project in the face of obstacles and prejudice, having built and operated successfully, during the last thirty years, five hundred miles of railway Nova and Northwest of Quebec which were thought to be impossible owing to climatic conditions.

Yours very truly,

J. G. SCOTT.

(Mr. Scott was mainly instrumental in bringing about the construction of the Quebec & Lake St. John Railway, and for many years was its general manager.)

Upper Peninsula
DEVELOPMENT BUREAU
of Michigan

OFFICE OF PRESIDENT
THORNTON A. GREEN

Ontonagon, Mich., Dec. 4, 1911.

Mr. H. C. Thomson,
London, England.

Dear Sir:

I am handing you some of the books of our Bureau, giving fairly complete information relative to the agricultural and commercial advantages of the Upper Peninsula of Michigan. As I understand it, you will, in the near future, visit Finland and the Scandavian Peninsula, from which part of Europe we receive a large number of emigrants every year, and from which race of people come a large number of our farmers. We want more of them, and I am quite satisfied that this section of the United States will appeal to them from the standpoint of climate, soil, and other advantages. I am very much interested in this proposition of the Newfoundland Trans-Atlantic Steamship and Railroad Company, and I fully realize the great importance that it will be to the Upper Peninsula of Michigan, in that it will save many days' time in the transportation of mails and passengers from the northern part of Europe to our own Upper Peninsula of Michigan. It means, of course, making it easier and cheaper for those people to come who are seeking homes in this new country, and it also means that it will be easier for them to return home on trips to see their families. I will be greatly indebted to you if you will discuss this matter with the railroad and steamship companies which you may come in contact with, in your visit to Finland and the rest of Scandinavia.

Thanking you for your interest, I am

Yours very truly,

THORNTON A. GREEN,
President.

