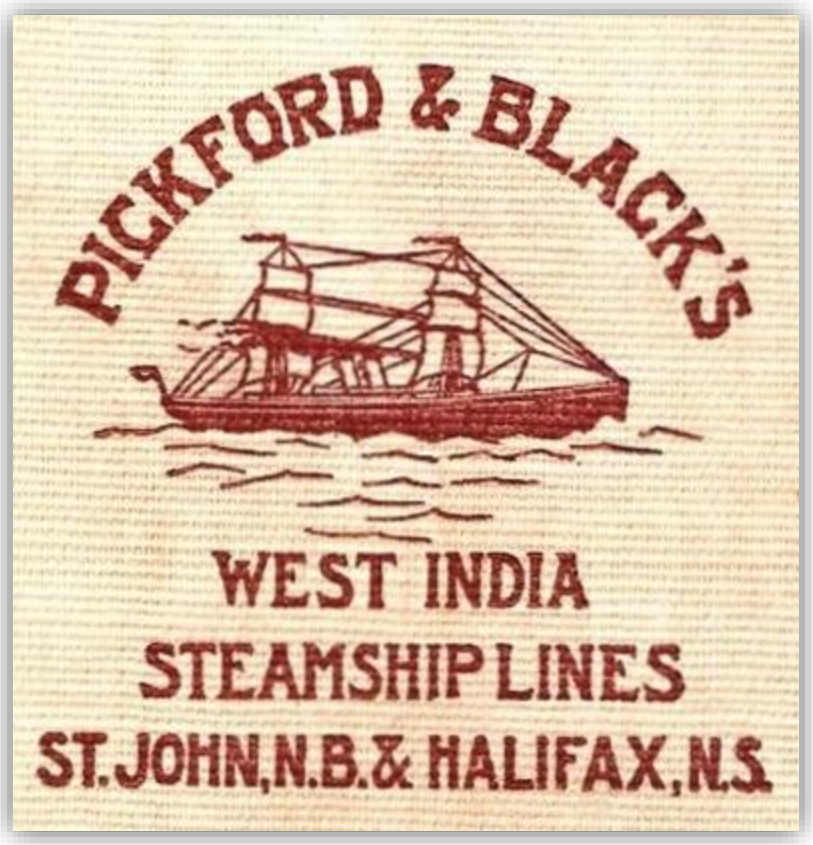
Pickford & Black

Canada – West Indies Steamship Service

1888 – 1914



Starks Guide – 1892

Robert Parsons

This monograph is about Canada's trade relationship with Bermuda and the West Indies, specifically the steamship service. It details the Government deliberations and contract negotiations with the Halifax firm of Pickford & Black between the years 1888 and 1914, and identifies the more important steamships employed in P&B's service. It provides a complementary historical background to the Pickford & Black Steamship Service postal history Exhibit.

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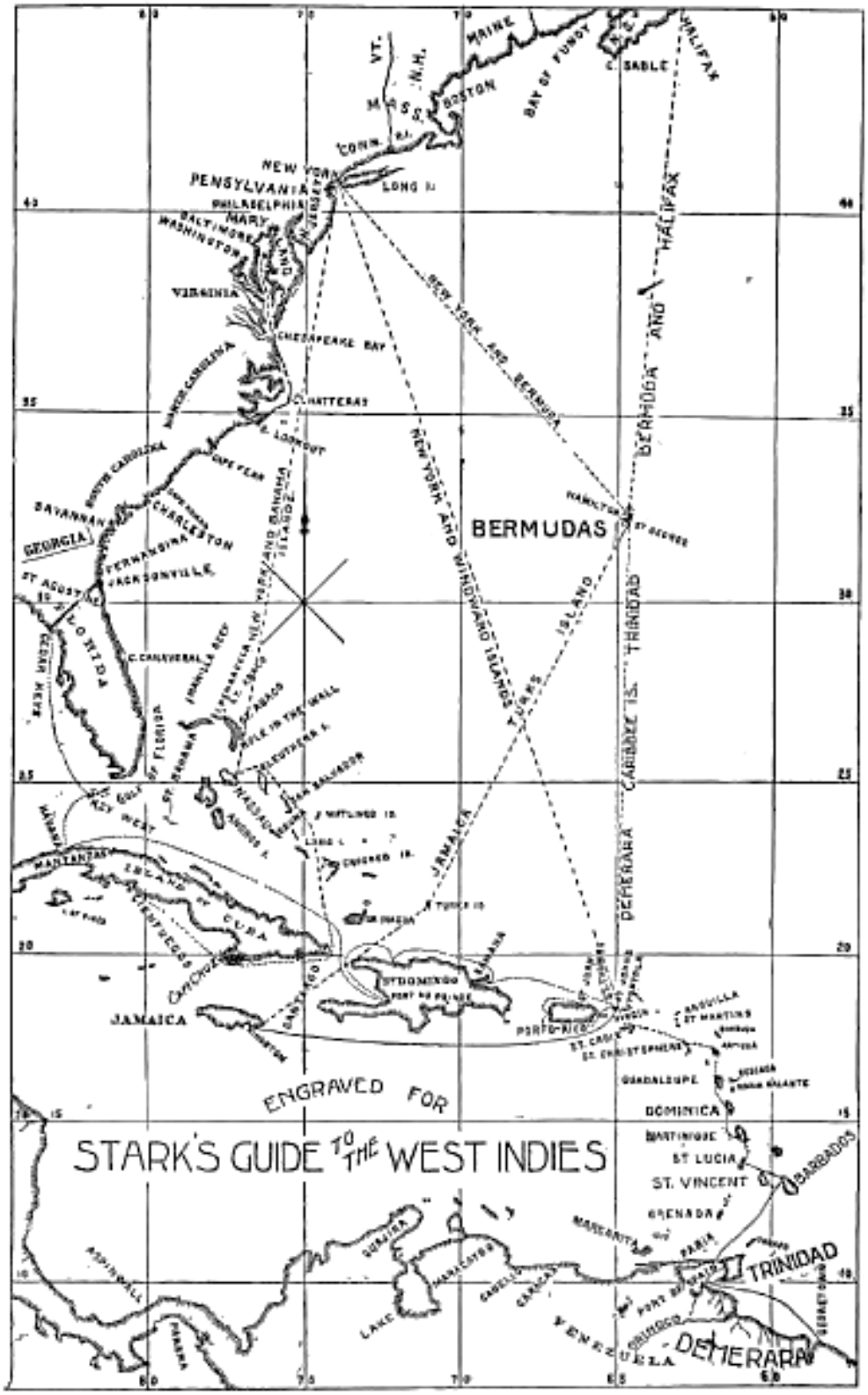
ENGRAVED FOR
STARK'S GUIDE TO THE WEST INDIES
BERMUDAS
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CUBA
HALIFAX
BERMUDA AND
DEMERARA
TRINIDAD
BARBADOS
DOMINICA
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GRENADA
ST LUCIA
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GUADALOUPE
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C. HATTERAS
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BAY OF FUNDY
NEW YORK AND BERMUDA
NEW YORK AND WINDWARD ISLANDS
DEMERARA
TRINIDAD
ISLAND
JAMAICA
CARIBBEE IS.
VENEZUELA
DEMERARA

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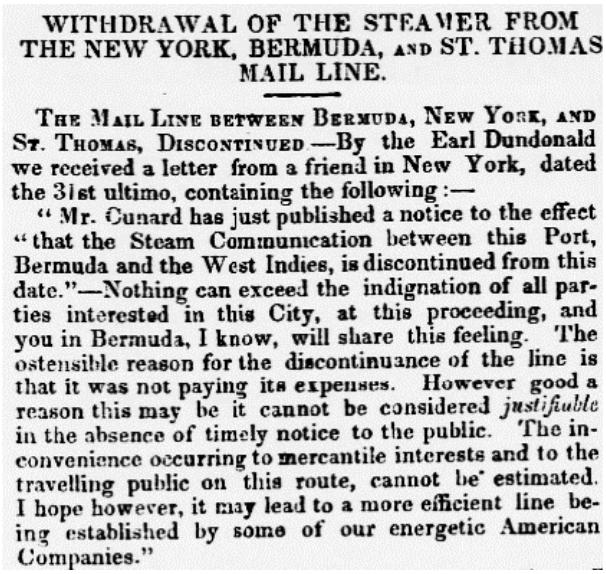
Introduction - Cunard's Routes to the West Indies

On 4 May 1839 the British Admiralty signed a contract with Samuel Cunard for a semimonthly transatlantic packet service, Liverpool-Halifax-Boston and return. A further contract with Cunard specified that the four mail boats (*Roseway, Lady Ogle, Margaret, and Velocity*) on the Halifax-Bermuda route were to operate in concert with the transatlantic steamers. The four mail boats were sailing vessels. By 1848 Cunard had replaced them with small propeller driven steamers.[1]

In November 1850, Cunard initiated a monthly steamship service between New York, Bermuda and St. Thomas, Danish West Indies, replacing the Royal Mail Steam Packet service abandoned earlier that year.[2] At St. Thomas, the steamers connected with the Royal Mail Steam Packet Company service operating between Southampton and the West Indies.



WITHDRAWAL OF THE STEAMER FROM THE NEW YORK, BERMUDA, AND ST. THOMAS MAIL LINE.

THE MAIL LINE BETWEEN BERMUDA, NEW YORK, AND ST. THOMAS, DISCONTINUED.—By the Earl Dundonald we received a letter from a friend in New York, dated the 31st ultimo, containing the following :—

"Mr. Cunard has just published a notice to the effect "that the Steam Communication between this Port, Bermuda and the West Indies, is discontinued from this date."—Nothing can exceed the indignation of all parties interested in this City, at this proceeding, and you in Bermuda, I know, will share this feeling. The ostensible reason for the discontinuance of the line is that it was not paying its expenses. However good a reason this may be it cannot be considered *justifiable* in the absence of timely notice to the public. The inconvenience occurring to mercantile interests and to the travelling public on this route, cannot be estimated. I hope however, it may lead to a more efficient line being established by some of our energetic American Companies."

In June 1854, the northern terminus of this route was changed from New York to Halifax. New York was dropped from the itinerary, apparently causing much concern amongst the "*mercantile interests and the travelling public*". The reason for the route change may have been due to it's being an unprofitable service (see newspaper clipping at right).[3]

Another factor which may have contributed to this change was the collateral effect of the Crimean War (1853-1856), as Britain commandeered both naval as well as commercial vessels[2] (there were reports that the steamers *Curlew* and *Ospray* were to be employed on British Fisheries protection on the Nova Scotia Coast).

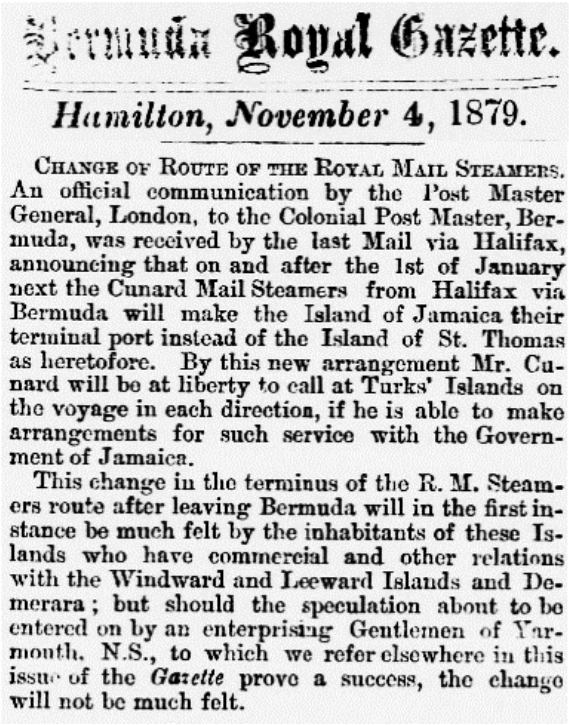
With this move, Cunard's two routes were consolidated into a single Halifax-Bermuda-St. Thomas operation. *Curlew* continued to perform monthly sailings from Halifax until she was wrecked at Bermuda in March 1856. Replaced by *Merlin* (April 1856), then *Delta* (November 1856), this Halifax-St. Thomas route was maintained until 1880, at which time, the southern terminus was changed to Jamaica. The following year, Turks Island became a port of call on both the southward and northward voyages.

By this time two Cunard steamers, the *Alpha* and *Beta*, were fulfilling the Halifax-Bermuda-Jamaica service.

S.S. "*Alpha*", 653 gross tons, 216 feet, was an iron screw steamer built 1862-63 by Barclay, Curle & Co. of Glasgow for the Cunard Line's Halifax - West Indies service. On June 25, 1863, she sailed from Halifax on her maiden voyage to Bermuda and St. Thomas. Between June 1863 and July 1879, *Alpha* made 118 round trips to St. Thomas.[4] She was purchased by Pickford & Black of Halifax and continued in the West Indies trade until sent to Vancouver in 1898 to participate in the lucrative gold rush shipping boom.

S.S. "*Beta*", 1086.67 gross tons, 235 feet, was an iron hull screw steamer built by Aitken & Mansel, Glasgow in 1873-74. Her maiden voyage commenced in Halifax on May 18, 1874. Between that date and December 1879, she made 54 round trips to St. Thomas.[4] *S.S. Beta* was also purchased by Pickford & Black. Her initial service was on a route from Halifax to Cuba but replaced *Alpha* in 1898. She was wrecked off Turks Island in February 1908.

A Pioneer Sailing to the West Indies



Bermuda Royal Gazette.

Hamilton, November 4, 1879.

CHANGE OF ROUTE OF THE ROYAL MAIL STEAMERS. An official communication by the Post Master General, London, to the Colonial Post Master, Bermuda, was received by the last Mail via Halifax, announcing that on and after the 1st of January next the Cunard Mail Steamers from Halifax via Bermuda will make the Island of Jamaica their terminal port instead of the Island of St. Thomas as heretofore. By this new arrangement Mr. Cunard will be at liberty to call at Turks' Islands on the voyage in each direction, if he is able to make arrangements for such service with the Government of Jamaica.

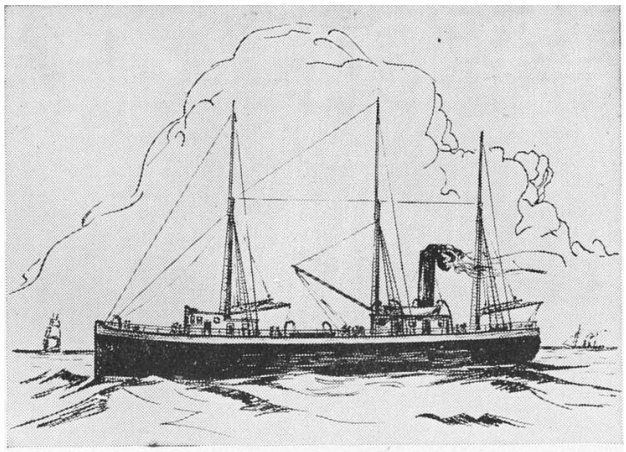
This change in the terminus of the R. M. Steamers route after leaving Bermuda will in the first instance be much felt by the inhabitants of these Islands who have commercial and other relations with the Windward and Leeward Islands and Demerara; but should the speculation about to be entered on by an enterprising Gentlemen of Yarmouth, N.S., to which we refer elsewhere in this issue of the *Gazette* prove a success, the change will not be much felt.

As early as October 1879, the news in Halifax was of a new steamship line that would "*secure the whole of the freight in the Western Counties* (Nova Scotia)" for "*the gradually increasing trade of Yarmouth with the West Indies*".[5]

The "enterprising Gentlemen of Yarmouth, N.S." referred to in the newspaper clipping at left was led by Franklin Clements, the proprietor of a successful line of steamers operating between Yarmouth, Boston and St. John, New Brunswick.

Clements proposed a steamship line between Yarmouth, Nova Scotia and the West Indies, with calls at Bermuda, St. Thomas, St. Kitts, Nevis, Antigua, Guadeloupe, Martinique and Barbados.

By some remarkable coincidence, the proposed steamer was named *Alpha*. She was a schooner-rigged wooden steamship of length 126 feet and breadth 23 feet, built at Summerside, Prince Edward Island in 1874 and purchased by E.F. Clements in March 1879.



ALPHA

The Clements' *Alpha* sailed on 27 November 1879 for Bermuda and the West Indies carrying freight and about 20 passengers, including Clements who was on board for the purpose of establishing agencies and arranging rates of freight.

She was also reported to be carrying H. M. Mails.[6]

Alpha was intended as the "Pioneer Steamer" only, to be replaced by a larger vessel should the West Indies trade requirements prove to be very satisfactory. Arriving at Bermuda on 5 December, she next sailed to St. Thomas. Expected back at Bermuda about 10 January 1880, she did not arrive until 27 January, having spent 10 days sailing from St. Thomas. Though Clements felt satisfied with the results of this experimental trip, the *Clements West India Line* never materialized.

While the Clements steamer *Alpha* was conducting its exploratory trip to the West Indies, Cunard's *S.S. Beta* inaugurated the new Halifax-Jamaica service with the sailing from Halifax on 19 January 1880. Meanwhile, the Cunard steamer *S.S. Alpha* was spending the winter months in Glasgow being fitted out with a new compound high and low-pressure engine. After a transatlantic voyage of 14 days, she arrived in Halifax on 3 April 1880 and began her first voyage on the new Halifax-Jamaica route on 12 April.

The "*Clements Experiment"* and the *Cunard Halifax-Jamaica* steamship operation would become the prototypes for the Pickford & Black service in later years.

The Partnership of Robert Pickford and William Black



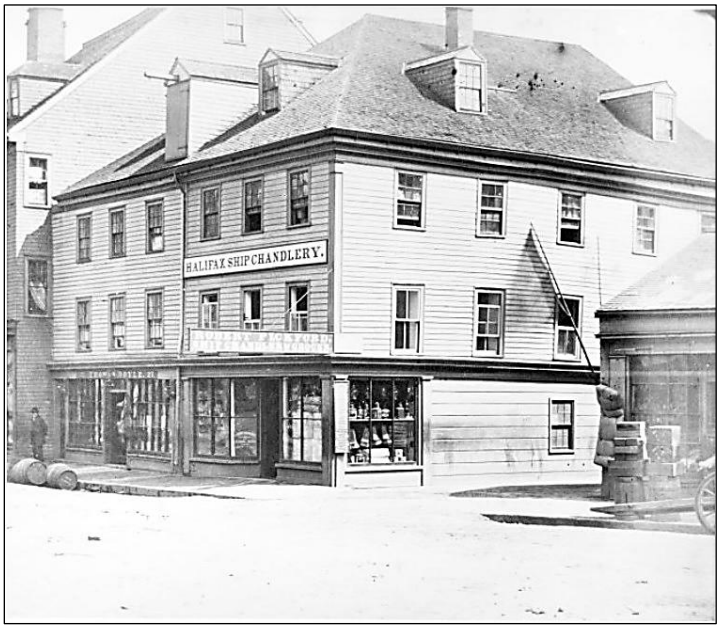
WILLIAM ANDERSON BLACK
Halifax, N.S.

The two individuals behind the partnership of Pickford & Black were Robert Pickford (1841-1914) and William Anderson Black (1847-1934), both of Halifax. Both had been in the ship chandlery and hardware business.

Around 1865, William Anderson Black, at the age of 18, relocated from his hometown of Windsor, N.S. to Halifax, which for more than 50 years had been the centre of his family's mercantile operations. Tradition has it that he walked the 40 miles from Windsor to the capital, where he became a clerk at Black Brothers and Company, the hardware store and ship chandlery co-founded by his grandfather and namesake, William Anderson Black. "At that time," he would later recall, "there were but three firms carrying on ship chandlery and hardware business combined in the city of Halifax, namely, Stairs, Son, & Morrow , Edward Albro & Co. and Black Bros. & Co." [56]

Robert Pickford announced the opening of his chandlery in April, 1870. [57] A year later, having fitted up a room over his shop, Pickford opened up a Ship Masters reading room, that provided access to up-to-date shipping intelligence for the Port of Halifax.

On 1 July 1875, by which time he was running the ship-chandlery department of Black Brothers, William Black went into partnership with Robert Pickford, whose Halifax chandlery was then renamed Pickford and Black. Beginning in the 1880s, Pickford and Black expanded beyond marine outfitting. In June 1887 they incorporated as ***The Halifax and West India Steamship Company (Ltd***), eventually owning and operating a fleet of vessels that carried passengers, freight and mail between ports on the east coast of Canada and to Newfoundland and the British West Indies. The firm also did business as a shipping agent and customs and ship broker.





NOTICE.

Ship Chandlery, Groceries and Hardware.

THE Subscriber, after many years' experience in the employ of Messrs. Wm. Stairs, Son & Morrow, has this day commenced business as a

SHIP CHANDLER & GROCER,

and hopes by strict attention to the same, to merit a share of public patronage.

ROBERT PICKFORD,
ap2—1m Head of Bennett's Wharf.

Canada's growing interest in the West Indies Trade

By early May 1886, it was generally well known that Cunard's Halifax-Bermuda-Turks Island-Jamaica service was to be terminated. The reason for the discontinuance of the service was the refusal of the British Government to renew the contract, thus leaving Cunard without a subsidy. The date appointed for the last sailing was 28 June, with the departure of *S.S. Beta* from Halifax. The loss of this steamer service was deeply felt, particularly in Turks Island which was left without any communication. Canada-West Indies trade in the Maritime Provinces had to fall back on the slower, irregular use of sailing vessels.[7] Still, there was some hope that the Canadian Government would come to the rescue. As one observer wrote in the Bermuda Royal Gazette "*It is not improbable that the Dominion Government may take up the matter of a steam connection between Halifax and the West Indies, with or without Imperial assistance.*" [8]

And, the Canadian Government was paying attention. In a memorandum of 14 October 1886, the Minister of Finance, Archibald Woodbury McLelan, reported that he had been giving careful consideration to the commercial relations between Canada and the West Indies and was recommending that an appointee visit the Islands and "*lay before the inhabitants such information as would show the capabilities and requirements of Canada and so lead to more extended trade relations with the West India Islands*." [9] The Minister's primary motivations were the recent commercial treaty signed between Britain and Spain, which gave Canada a substantial trade preference in the Spanish West Indies, and the ever increasing trade between the United States and the West Indies. No doubt the stoppage of the Cunard steamship service was a motivating factor as well.

Mclelan's appointee was John T. Wylde of Halifax who was designated *Commercial Agent of the Government of Canada to the West Indies*. Wylde's appointment was approved on 28 October, with authority to collect all such information in Canada and the West India Islands with a view to extending trade relations between the two regions.

Wylde, an experienced West Indies trader, having met with various Boards of Trade and business entities, spent the winter months meeting with representatives of Cuba, Porto Rico, Jamaica and several of the West India islands. Before embarking at New York for Cuba he took the opportunity of examining the trade between New York and the West Indies. His finding was perhaps a little eye-opening:

> *"By a judicious placing of lines of steamers from the United States to all parts of the West Indies, employing about 40,000 tons of steamship tonnage from the port of New York alone, the Americans have succeeded in building up a vast trade, <u>while Canada is without a single steamer engaged in direct communication with the West Indies</u>."* [10]

Wylde's analysis detailed no less than 11 New York steamship companies, employing 32 steamers, trading with Cuba, Porto Rico and the West Indies. Throughout his journey he maintained communications with the Minister of Finance and in January 1887 wrote that he "*was strongly of the opinion that a line of mail steamers leaving Canada for Havana, thence to Kingston (Jamaica), thence to Santiago de Cuba and thence to Canada would in due course find profitable employment ….*" He also advised that a similar line, to include Porto Rico and adjacent Islands, could be established.

The January report prompted the Minister to recommend that both lines, aided by subsidies of the Dominion Government, should be established, and that he be authorized to ask for tenders. [11]

This received the approval of the Governor General of Canada, Lord Lansdowne, on 27 January, coincidentally the last day of Archibald McLelan's term in office and the first day as Minister of Finance for Sir Charles Tupper. In early February 1887 an advertisement calling for tenders appeared in Eastern Canadian newspapers.

In early April, John T. Wylde arrived back from the West Indies and issued his final report to Charles Tupper. The recommendations for a steamship service to the West Indies were more detailed. The new Finance Minister, having received communications from "Bermuda and other places" and having had an opportunity to discuss the details with Wylde, decided to issue a new, more detailed advertisement, reflective of the recommendations in Wylde's report. Tupper's request for authorization received approval on 7 April [12] and by mid-April the new call for tenders was advertised.



CANADA AND WEST INDIES.

TENDERS FOR STEAMSHIP LINES.

TENDERS will be received at the Finance Department, Ottawa, up to and including the 1st day of May next, from pesons or companies, for the performance of the following steamship services, viz :—

1st, a line af mail steamers sailing from Halifax to Havana, thence to Kingston, thence to Santiago de Cuba, thence to Canada. and (2nd) a line of mail steamers between Canada and Porto Rico and adjacent islands. Trips to be made by each line fortnightly. Steamers to be of a size sufficient to carry 2;000 tons of cargo, and be able to steam twelve knots an hour, averaging not less than eleven knots an hour. The contract in either case to be for a period of five years. Tenders will be received for the above services either separately or together. Tenders to be marked on the outside "Tenders for Steamship Service to West Indies." The Government of Canada do not bind themselves to accept any tender.

By Command.

J. M. COURTNEY,
Depnty Minister of Finance.

Finance Dept.,
Ottawa, 7th Feb, 1887.

The Capital, Fredericton, N.B. February 19, 1887.



CANADA AND WEST INDIES.

Tenders for Steamship Lines.

THE Advertisement of the 7th February, 1887, calling for tenders for the performance of the above service is hereby cancelled, and the following substituted in lieu thereof :—

Tenders will be received at the Finance Department, Ottawa, up to and including the 15th day of May next, from persons or companies, for the performance of the following steamship services :—

1st. A line of mail steamers sailing from Halifax to Havana, thence to Kingston, thence to Santiago de Cuba and Cienfuegos on alternate homeward trips, and thence to Halifax. Trips to be made every three weeks. Steamers to be not over 1,000 tons, nor less than 700 tons registered tonnage. The contract to be for a period of five years.

2nd. A line of mail steamers sailing from Halifax to St. Thomas, thence to Ponce, thence to Mayaguez, thence to San Juan in Porto Rico, and thence to Halifax, calling at Bermuda going and returning. Trips to be made every three weeks. Steamers to be not over 700 tons, nor less than 500 tons registered tonnage. The contract to be for a period of 5 years.

Tenders will be received for the above services either separately or together. Tenders to be marked on the outside "Tenders for Steamship Service to West Indies." The Government of Canada do not bind themselves to accept any tender.

By command,

J. M. COURTNEY,
Deputy Minister of Finance.

Finance Department,
Ottawa, 16th April, 1887.

The Capital, Fredericton, N.B. May 7, 1887

There were notable differences between the two advertisements. The April 1887 advertisement :

- replaced all references to “Canada” with “Halifax” as the northern terminus.
- trips were to be made every 3 weeks rather than fortnightly.
- steamer size was specifically stated for each service. Steamer speed was removed.
- calls at Bermuda, going and returning, was specified on the Halifax-St. Thomas-Porto Rico service.

Several proposals were received in response to the advertisement.

1. Joseph Wood, Halifax :- Monthly service; steamer 1st route 750 tons; steamer 2nd route 500 tons; to call 5 times in summer at Montreal and/or Charlottetown for which trips $500 extra is asked; to have liberty to load in Cuba for an American Port, thence to Halifax, St. John or Montreal, for these eight (8) trips no subsidy is asked; in all 22 trips to Cuba (10 of these being to Hayti and south side of Cuba), for 14 of which subsidy is asked :-

9 voyages to Halifax @ $1,250	$11,250
5 voyages to Hfx, Montreal & Ch Town @ $1,750	8,750
	$20,000

2. W.A. Black, *Halifax and West India Steamship Company Ltd* - Five proposals :-
   a. Four steamers, 1000 tons, 14 knots, to run every three weeks $120,000 per annum.
   b. Three steamers, 1000 tons, 14 knots to be constantly employed $100,000 per annum.
   c. Two steamers, 1000 tons, 14 knots, monthly trips, steamer each route $80,000 per annum.
   d. Cuba & Jamaica service, two steamers, 1000 tons, 14 knots, trips every 3 weeks $68,000 per annum.
   e. Porto Rico service, two steamers, 1000 tons, 14 knots, trips every 3 weeks $60,000 per annum.

3. Whimster & Watson – Glasgow :- Two steamers of 1650 tons – 9 knots on 1st route – in 6 months to place two new steamers 11/12 knots – sailings at first monthly, afterwards every 3 weeks £1,500 per voyage.

4. G.R. Moir, Quebec :- $3,000 per voyage for each steamer for the two routes as per advertisement.

5. W.H. Thompson & Co., New York :- Fortnightly service 1st route :-

£1,000	per voyage	1st	year
900	“ “	2nd	“
8oo	“ “	3rd	“
700	“ “	4th	“
600	“ “	5th	“

6. D.A.B. Champagne & Co., Montreal :- 1st route, steamers not over 700 tons nor under 500 – trips every three weeks $40,000 per annum. 2nd route, steamers not over 1000 tons nor under 700 tons, trips every three weeks $40,000 per annum.

7. G.E. Francklyn – (Not received in answer to advertisement) offering on behalf of Messrs Cunard & Co., to place a steamer on each route, monthly service for $30,000 per annum – Cuba having one service; Bermuda, Porto Rico & Jamaica another.

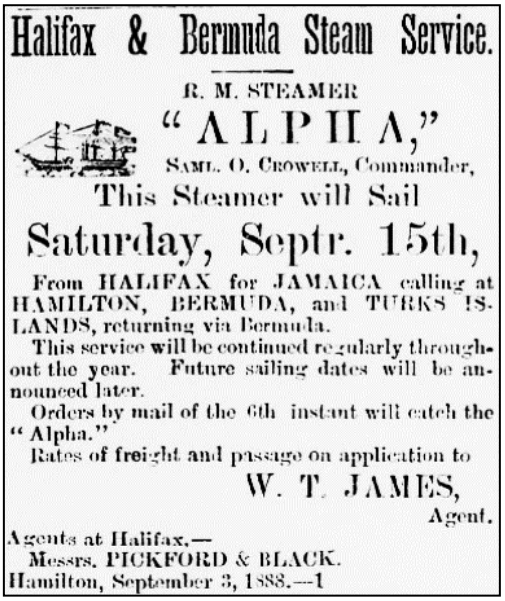
8. Henry F. Combs, St. John N.B.; fortnightly service between St. John or other port in N.B. & Porto Rico - $1,995 per fortnightly trip.

Joseph Wood's proposal went well beyond the service specifications of the April tender, confining it to Cuba and Hayti. Porto Rico was ignored entirely. His bid was low, based on condition the Canadian Government would use its influence with the Governments of Spain and Hayti in obtaining all customary privileges and exemptions accorded to Lines of Mail Steamers.[13] These privileges were considered substantial and formed an important parameter in estimating the expense of every voyage. Wood also hoped to obtain a concession from the British Government for a mail service to Bermuda and Nassau, his objective being to combine the Imperial and Canadian services.[14]

On the other hand, William Black, representing the interests of the newly incorporated *Halifax and West India Steamship Company Ltd,* stayed true to the service specifications in the April advertisement. Black's proposal was submitted in the form of five options, a format Pickford & Black would employ in future contract negotiations. The options were likely more expensive than the Government expected and, when a contract was finalized more than two years later, the options and price were much reduced.

With the proposals all in by early June it was soon apparent no decision or awarding of contracts would take place. As noted on 14 June by some Members during the House of Commons debates, there was no funding for the Halifax-West Indies service, "*It was a great omission on the part of the Government not to have brought down in the **Estimates** a subsidy for a line of steamers from Halifax to the West India Islands".*[15] Moreover, Sir Charles Tupper was headed to England in hopes of reviving the British subsidy for the Halifax to Bermuda service. Prior to leaving on 17 July, Tupper directed that no action be taken on the proposals until his return, and until negotiations with Spain had been concluded.

With no decision forthcoming, Pickford & Black purchased the *S.S. Alpha* and *S.S. Beta* from Cunard and initiated a monthly freight and passenger service from Halifax to Jamaica and from Halifax to Cuba in late 1888.


Halifax & Bermuda Steam Service.

R. M. STEAMER

"ALPHA,"

SAML. O. CROWELL, Commander,

This Steamer will Sail

Saturday, Septr. 15th,

From HALIFAX for JAMAICA calling at HAMILTON, BERMUDA, and TURKS ISLANDS, returning via Bermuda.

This service will be continued regularly throughout the year. Future sailing dates will be announced later.

Orders by mail of the 6th instant will catch the "Alpha."

Rates of freight and passage on application to

W. T. JAMES,
Agent.

Agents at Halifax,—
Messrs. PICKFORD & BLACK.
Hamilton, September 3, 1888.—1


Halifax and West India Steamship Line.

HALIFAX TO HAVANA, CUBA.

THE S. S. BETA,

CAPT. A. W. SMITH,

Is appointed to sail for above port on

Saturday, Nov. 3rd, 1888, at 12 Noon.

Freight and Passengers Solicited.

For rates of Freight and all particulars apply to

PICKFORD & BLACK,
Agents, Halifax, N. S.

Freight will be received up to 6 p. m. Friday the 2nd. oct23

The First Contracts -1890

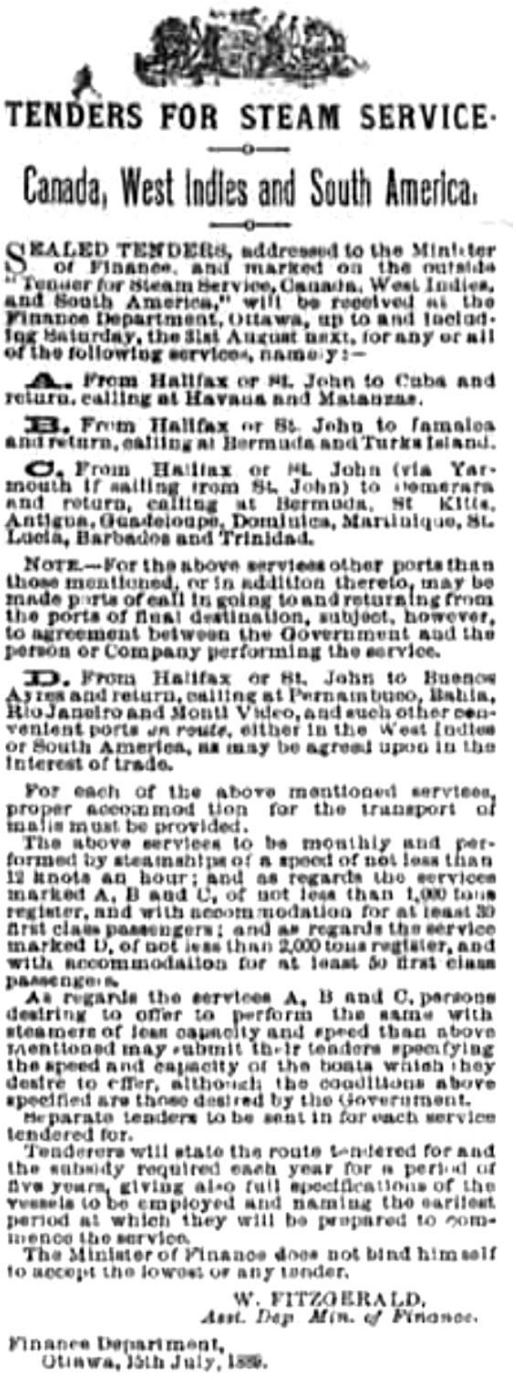
Parliament finally got its act together in 1889 and voted a sum of $60,000 to provide a subsidy for a line of steamships to run between the ports of Halifax, N.S. and St. John, N.B., and the West Indies and South America. Ads were placed in July 1889 calling for tenders for the various services required.

There were four such services, called, respectively, 'A', 'B', 'C' and 'D' service:

- 'A' being from Halifax or St. John to Cuba;
- 'B' being from Halifax or St. John to Jamaica;
- 'C' being from Halifax or St. John (via Yarmouth) to Demerara, Br. Guiana;
- 'D' being from Halifax or St.John to Buenos Aires.

The advertisement stipulated that each of the services, 'A', 'B' and 'C', were to be performed on a monthly basis by steamships of not less than 1,000 tons, with a speed of not less than 12 knots per hour, and accomodation for 30 or more first-class passengers.

In response to the advertisement there were 28 proposals tendered, 12 alone from Pickford & Black (see Appendix 'E'). No tenders were received for the 'D' (Halifax to Buenos Aires) service. The Minister of Finance, George Foster, reported his findings and recommendations on 18 September 1889:[16]



TENDERS FOR STEAM SERVICE.

Canada, West Indies and South America.

SEALED TENDERS, addressed to the Minister of Finance, and marked on the outside "Tender for Steam Service, Canada, West Indies, and South America," will be received at the Finance Department, Ottawa, up to and including Saturday, the 31st August next, for any or all of the following services, namely:—

A. From Halifax or St. John to Cuba and return, calling at Havana and Matanzas.

B. From Halifax or St. John to Jamaica and return, calling at Bermuda and Turks Island.

C. From Halifax or St. John (via Yarmouth if sailing from St. John) to Demerara and return, calling at Bermuda, St Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Barbados and Trinidad.

NOTE.—For the above services other ports than those mentioned, or in addition thereto, may be made ports of call in going to and returning from the ports of final destination, subject, however, to agreement between the Government and the person or Company performing the service.

D. From Halifax or St. John to Buenos Ayres and return, calling at Pernambuco, Bahia, Rio Janeiro and Monti Video, and such other convenient ports *en route*, either in the West Indies or South America, as may be agreed upon in the interest of trade.

For each of the above mentioned services, proper accommodation for the transport of mails must be provided.

The above services to be monthly and performed by steamships of a speed of not less than 12 knots an hour; and as regards the services marked A, B and C, of not less than 1,000 tons register, and with accommodation for at least 30 first class passengers; and as regards the service marked D, of not less than 2,000 tons register, and with accommodation for at least 50 first class passengers.

As regards the services A, B and C, persons desiring to offer to perform the same with steamers of less capacity and speed than above mentioned may submit their tenders specifying the speed and capacity of the boats which they desire to offer, although the conditions above specified are those desired by the Government.

Separate tenders to be sent in for each service tendered for.

Tenderers will state the route tendered for and the subsidy required each year for a period of five years, giving also full specifications of the vessels to be employed and naming the earliest period at which they will be prepared to commence the service.

The Minister of Finance does not bind himself to accept the lowest or any tender.

W. FITZGERALD,
Asst. Dep. Min. of Finance.

Finance Department,
Ottawa, 15th July, 1889.

….. Reference to the schedule will show … that all the tenders (nos. 1 to 6 inclusive) for the services A, B and C jointly, contemplate sailings from the port of Halifax alone, and for this reason the undersigned is of opinion that their consideration may for the present be deferred.

The tenders numbered 7 to 10 inclusive in the schedule are for the service marked A in the advertisement, that is, Halifax or St. John to Cuba and return – two of them being from Messrs Pickford & Black of Halifax, with sailings from Halifax, and the others from James A. Van Wart, Esq of Fredericton, with sailings from St. John – Messrs Pickford & Black's tenders being lower than Mr. Van Wart's.

The same gentlemen tender for service B (tenders no. 11 to 14 inclusive), that is, Halifax or St. John to Jamaica, calling at Bermuda and Turk's Island – Messrs Pickford & Black being again the lower tenderers.

For service C (Halifax or St. John to Demerara & return, calling at ports named) there are fourteen different offers (nos. 15 to 28 inclusive) some conforming to the requirements of the Government as set forth in the advertisements, and the others varying in the capacity and speed of the steamers offered, the route, or the frequency of the trips. Of those conforming to the requirements of the Government (viz:- monthly trips, with a steamer of not less than 1000 tons and a speed of not less than 12 knots an hour and accomodation for at least 30 first-class passengers) the lowest are those of Messrs Pickford & Black, (sailings from Halifax) for $48,000 a

year, and Mr. Furness (sailings from St. John) $50,000 a year. With regard to this last named offer, Mr. Furness proposes to build two first-class iron or steel steamers specially for the trade, each about 1100 tons net register, with a speed of from twelve to thirteen knots, and accomodation for about fifty first and second-class passengers, the Government mails and capacity for about 2,000 tons of cargo; the steamers to be of the highest class and fitted with all modern improvements, their estimated cost being about £50,000 sterling each. The tenderer states that in the present state of shipbuilding in England it will be impossible to get these new steamers completed and ready for work before next Autumn, and in the meantime Mr. Furness would commence the service almost immediately and maintain it until the new steamers are ready, with either the two steamers Rollo (1022 tons) and Orlando (997 tons) at present engaged in the mail service between Hull and Fortenbuy, which are represented as having large accomodation and being lighted throughout by electricity, or the two steamers "Belair" (872 tons) and "Cipero" (868 tons) at present engaged in the trade between Glasgow and the West Indies and which are represented to have the highest class at Lloyds (100 a1) and to have sufficient passenger accomodation, with excellent saloons, for commencing the service, the speed of all these steamers being about ten knots.

Messrs Pickford & Black also propose to begin the service with steamers as near the requirements of the Government as can be obtained, new steamers or ones such as contracted for to be put on the route with all possible haste, but not later than one year from the signing of the contract.

The undersigned after carefully considering the matter is of opinion that the best service would be obtained by accepting Messrs Pickford & Black's offer to perform service B with a steamer of not less than 11 knots an hour – the service to be continued by the "Alpha" which is now running on the route for $1250 a month, equal to $15,000 a year (Tender no. 3 of Messrs Pickford & Black – marked no. 11 in the schedule hereto annexed) and to accept Mr. Furness' offer for the performance of service C for $50,000 – (no. 21 in the schedule) the latter service to be begun by such of the boats offered as the undersigned finds to be best adapted for the service.

The acceptance of these tenders will involve an expenditure of $65,000 a year or $5,000 beyond the amount voted by Parliament, and will necessitate asking Parliament at its next session to increase the amount now voted by the sum of $5,000 a year.

Respectfully submitted,
Geo. E. Foster
Minister of Finance

There was to be a significant change to the tender for the "C" service before final approvals and contracts were completed. The Furness tender had urged the necessity of receiving a decision by 5 September. The agent for Furness only learned of the decision on 20 September. On 24 October 1889, the Minister was informed that owing to the Government's delay, the interim steamers in Furness' offer were withdrawn, and no other suitable boats were available. On 8 November, the Finance Minister reopened negotiations with Pickford & Black and James Van Wart for the "C" service.

The following day, Van Wart responded, offering steamships of 1,000 tons and 12 knot speed, and reducing his price from $54,000 to $49,200. This appeared to the Finance Minister to be the best alternative and on the 15th November he presented these new recommendations for the "B" and "C" services to the Privy Council, receiving the approval of the Governor General, Lord Stanley, on 21 November 1889.[16]

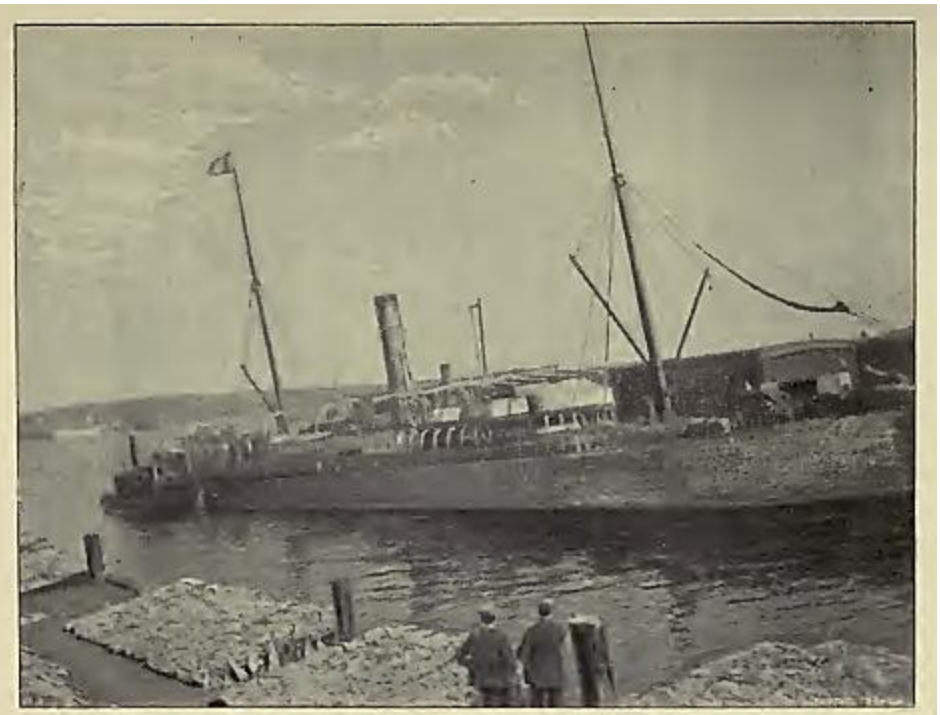
The Canadian West Indian and South American Steamship Company (Ltd)

After the acceptance of his tender, Van Wart organized a company which was incorporated on 3 February 1890 as the *Canadian West Indian and South American Company (Ltd)*. It consisted of five Corporate members, all residing in the St. John or Fredericton New Brunswick areas. One was a merchant, another was a railroad contractor and the remaining three were barristers-in-law. The 5-year contract called for sailings to begin on or before 1 January 1890, and every six weeks thereafter, and within one year the service was to be performed by two steamers making monthly trips. With the contract complete, excepting the signing of the formal document, Mr. Van Wart then asked the Government for certain concessions, chief of which was a proposal to place a smaller boat called the *Portia*, 732 tons, on the route instead of the 1,000 ton boat specified in the contract. *S.S. Portia*, formerly on the New York, Halifax and St. Johns N.F. route, was chartered from Bowring Brothers' Red Cross Line. The Government accepted Van Wart's offer.

S.S. Portia was chartered for two voyages only.[17] Her completed sailing dates were:

Cleared from St. John.	*Arrived at St. John.*	*Notes*
1890	1890	
January 8	February 23	Via Yarmouth
February 28	April 7	"

Following the completion of her charter, *Portia* resumed her old New York, Halifax and St. John's Newfoundland route, leaving New York on 15 April 1890.[18] She is shown in the photo below, circa 1894, looking much as she would have looked when under charter to the *Canadian West Indian and South American Steamship Co*.[19]



S. S. PORTIA AT HER DOCK, HALIFAX, N. S.

Halfway through *Portia's* last voyage, George Baird, Managing Director of *The Company*, wrote to the Finance Minister, George Foster, informing him of a replacement steamer for the *S.S. Portia* : [20]

New York, 18th March, 1890.

Dear Sir, —— I have chartered the steamer " Loanda " for the West India route. This is the one of which I showed you the specification —— 899 net, 1,450 gross, 35 passengers, 11 knots. She bears the reputation of being a good craft, and was the best all-round steamer in the market to be had in April. Hope she may prove satisfactory. …….

Yours very respectfully,

GEORGE. F. BAIRD.

Built in 1870 by J. Elder & Co., the *Loanda* was chartered from David Macbrayne & Co., who had purchased the boat in 1889. She was in London on 3 May 1890 for Inspection and/or repairs, but at the request of the owner this inspection was deferred until her return from a **four-month** charter.[21] She cleared London for St. John, N.B. on May 8th or 9th. *Loanda* made just four voyages for the *Canadian West Indian and South American Company.*

Cleared from St. John.	*Arrived at St. John.*	*Notes*
1890	1890	
May 26	July 4	via Yarmouth
July 10	August 17	"
August 21	October 2	"
October 17	November 28	"
December 6	February 2, 1891	P&B sailing via Halifax

Before two trips had been completed by the *Loanda*, Baird informed the Minister of Finance, that owing to the high price of charters, the heavy port charges in the West Indian ports, and the complexity and logistics of a new and untried service, the subsidy agreed upon was insufficient to maintain the line, and that for each voyage made the company had been subject to a very considerable loss, and that it would be impossible for it to carry on the service under the existing conditions.[22]

In order to prevent an interruption of the service, the Finance Minister, George Foster agreed to pay the company for each voyage made by the steamship "*Loanda*" on the basis of $6,150 per trip instead of the contracted amount of $4,100 per trip.[22]

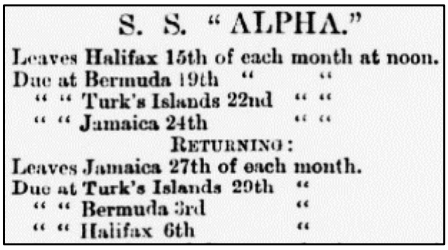
Meanwhile, Foster was in continual communication with Messrs. Pickford & Black, and on 22 September 1890 W. A. Black wrote to Foster offering to take up the "C" service contract, commencing on the 1st January 1891.[23] Foster accepted Pickford & Black's proposal and in mid-October cut his ties with the *Canadian West Indian and South American Company,* advising Baird that the Government "*will pay for the present trip as the last to be performed by his company*."

One trip remained in 1890 before the start of the Pickford & Black proposal. Foster managed to "persuade" P&B to take the final sailing on December 6th, much to their "surprise and disappointment" :–

"*I hope that you will arrange for your first vessel to leave St. John as early as possible in December, and thus avoid too long an interruption in the trade*".[24]

Scrambling for a suitable boat, Pickford & Black could do no better than to continue with the *S.S. Loanda*.

The Halifax–Cuba, Halifax–Jamaica "A" and "B" Services


S. S. "ALPHA."
Leaves Halifax 15th of each month at noon.
Due at Bermuda 19th " "
" " Turk's Islands 22nd " "
" " Jamaica 24th " "
RETURNING:
Leaves Jamaica 27th of each month.
Due at Turk's Islands 29th "
" " Bermuda 3rd "
" " Halifax 6th "

On 16 November 1889, George Foster informed Pickford & Black that its tender for the Halifax-Jamaica "B" service had been accepted; the service to begin with the November 15th sailing of the *Alpha*.[25] This maintained the status quo for this route, with *S.S. Alpha* providing a monthly voyage between Halifax and Jamaica, with stops at Bermuda and Turks Island. A typical schedule is shown at right.

On December 10, Pickford & Black learned that the Government had accepted its offer for the "A" service. The commencement date on the contract was the December 24th sailing of *S.S. Beta*. This too maintained the status quo, as P&B had been operating both of these routes since Sept. 1888. *S.S. Beta* provided a monthly voyage between Halifax and the ports of Havana and Matanzas in Cuba. Sailings from Halifax were scheduled for the 1st of the month. The 5-year contract, when signed on 23 April 1890, incorporated both the "A" and "B" services.

Less than a year later, while George Foster, Minister of Finance, was negotiating with Pickford & Black the terms of the "C" service, William Black requested that the Company be paid for the work performed on the Halifax-Cuba and Halifax-Jamaica services from July 1889 until November 1889. P&B's argument was that an appropriation of $60,000 was voted for the West India and Canadian service from July 1, 1889 to July 1, 1890, and that they had tendered for the service, that they had put on their vessels in any case, **that they were given the mails on the 1st of July,** and had been carrying on the service from the 1st of July to November, and that it was owing to the delays on the part of the Government that the contract was not entered into earlier in the season (see Appendix "A"). On 26 September, Foster recommended payment, which the Privy Council approved, and on 3 October Pickford & Black received payment of $15,000 for four months pre-contract service.

One clause in the contract was important enough to require an amendment. Clause 9, relating to the carriage of the mails, stated that the contractors would convey "*all such mails as shall or may be tendered …. at the said port of Halifax …. and shall deliver such mails at the proper port of destination*". This created an issue when return or inter-island mails were tendered to the Pickford & Black boats, often resulting in a refusal to carry them. In a Supplementary contract, dated 20 March 1891, the Government acknowledged its mistake and clarified its intention, stating: "*the contractors should thereby undertake to convey, not only the mails tendered at Halifax, but also all such mails as should be offered at the ports of Havana, Matanza and Kingston, and at any of such ports or places of call ……".*

Commencing in November 1893, Pickford & Black began operating the "A" service via Jamaica, thus providing a semi-monthly service to Jamaica. *S.S. Beta* sailed from Halifax on the 1st of the month, followed by *S.S. Alpha* on the 15th. *S.S. Beta's* calls at Havana or other Cuban ports were opportunistic, dependent on chance cargoes or passengers.

The 1895 Contract

The *Alpha* and *Beta* maintained these services with some degree of regularity, such that when the time came to renew the contract, the Government waived the tendering process and continued the Halifax-Jamaica service with Pickford and Black …… "*for the reason that contractors who are familiar with the routes and ports to be touched at and have their business connections established are more likely to make the enterprise a success and of advantage to Canada than new contractors would be.*"[26]

Deliberations and negotiations carried on past the contract renewal date, requiring an "Order in Council" [27] that extended the existing contract until 30 June 1895. The new contract was finalized on 5 March 1895, becoming effective from the 1st July for a term of five years.

The contract for the Halifax-Cuba "A" service was not renewed. Subsequent references support this:

- After September 1895, there was no further reference to Havana sailings by *S.S. Beta* in the *Jamaica Gleaner*.
- The Jamaican Post Office Report (fiscal year ending 31 March 1896) stated that "*Pickford & Black service between Halifax and Cuba via Jamaica has ceased during the fiscal year ended.*"
- During the House Debates in September 1896, a question arose on whether there was a third service in the Canada-West Indies steamship budget. George Foster, ex Minister of Finance, replied *"There was a line to Cuba, but that has been discontinued."* [29]

The Halifax-Jamaica "B" service was modified to include elements of the original "A" service.

William Bullock Ives, Minister of Trade & Commerce, wanted to "*stipulate and contract*" with Pickford & Black several different service options. If the Minister was to consider implementing an option, Pickford & Black would be given three months notice. [29]

The following were the provisional options stipulated in the new contract:

- The Halifax - Jamaica service ("B") shall be fortnightly instead of monthly, with a second steamer running monthly from Halifax to Kingston, Jamaica, touching at a port or ports in Cuba.
- It also provides, for the running of a service between Halifax and a port or ports in Hayti, with the option of calling, on the homeward voyage, at a port or ports in Cuba,
- also, between Halifax and a port or ports in Porto Rico with the option of calling at a port or ports in Cuba,
- in lieu of the latter service, a monthly service between St. John N.B., via Halifax, to a port or ports in Porto Rico, with the option of calling at a port or ports in Cuba.

On 29 June 1894 a petition of the Council of the St. John Board of Trade regarding a subsidised line of steamers to Porto Rico and Hayti was submitted to the Minister of Trade and Commerce. Beginning in July 1895 and continuing throughout 1896, *SS Beta* carried out a number of voyages to Hayti. This service does not appear to have been subsidised directly, as records do not list the service in the *Mail Subsidies and Steamship Subventions* for the fiscal year ending June 1896. It was likely covered under the provisional option outlined previously.

Profitability of the "A" service line might have been the primary reason for its termination, but keeping his options open regarding the Spanish Caribbean ports might have been an astute decision on the part of the Minister, as events in Cuba were becoming a bit more serious in early 1895. What began as an insurrection in February 1895, quickly grew into an all-out war for independence from Spain. Throughout this period there was continual unrest in the Spanish Islands, with rumours of troubles in Hayti during the general election of 1895 and a revolt in Porto Rico in April 1897. The war in Cuba would last until 1898 and would be followed immediately by the Spanish–American War of 1898.

S.S. Beta takes over the Halifax – Jamaica "B" Service.

In February 1897, it was reported that *SS Beta* was enroute to Glasgow for an extensive refit.[30] The alterations included installation of a new triple expansion engine, capable of 14 knots, a full hurricane deck with saloon underdeck and staterooms and cabins on deck as well as underdeck, installation of electric lights and chill rooms, and a change to her rig to include two masts only. Pickford & Black intended replacing *SS Alpha* with the larger refurbished *SS Beta*.

Pickford & Black had been contemplating replacing *Alpha* for some time. In December 1895, a letter [31] was sent to the Minister of Trade & Commerce proposing to replace the *SS Alpha* with a steamer of 800 to 900 net tons, capable of 13 knots, with electric lighting and having larger cargo and passenger capacity than the *Alpha*. It was also proposed to do 13 trips per year instead of the 12 trips as per Contract. Delivery, upon approval, was estimated to be Autumn 1896, not later than early Spring 1897. The proposal was contingent on the Government extending the present Contract for a further five years from the time the new boat took up the service. Approval was not forthcoming until July 1896, by which time P&B might have had second thoughts. The estimated cost for a new boat was $150,000 versus an estimated £12,000 to refurbish *SS Beta*.

Work completed, *Beta* sailed from Glasgow for Halifax on 24 August 1897. On 15 September she left Halifax on the regular service of the Halifax, Bermuda, Turks Islands and Jamaica Line. Encountering heavy weather, she arrived in Bermuda 24 hours later than scheduled.


STEAMSHIP MAIL SERVICE.
Turks' Islands and Jamaica.
S.S. "BETA,"
Taking the place of S.S. "Alpha," will sail hence for Turks Islands and Jamaica,
Saturday, Sept. 18.
W. T. JAMES, Agent.
Hamilton, Sept. 1st, 1897.—2 3p

Meanwhile, *SS Alpha* was laid up at Halifax, undergoing an overhaul of her machinery. She re-emerged in late December to convey 200 seamen and soldiers from Halifax to Bermuda for the North American and West Indian Squadron and the Bermuda Garrison. On January 1st 1898 she sailed from Halifax to Jamaica on what would be the first of three voyages. In concert with *SS Beta*, this provided a fortnightly service to Jamaica and fulfilled one of the provisional options in the 1895 contract.

On 7 April 1898, *SS Alpha* left Halifax for Vancouver and the Klondike. She was accompanied by *SS Fastnet*, another of Pickford & Black's boats, formerly on the Halifax-PEI route. After a rough 90-day voyage through the Straits of Magellan, *Alpha* arrived at Victoria, B.C. Under new ownership, *Alpha* provided varied services over the next 2½ years until mid December 1900. En route to Comox to coal for a voyage to Japan, she struck a reef lying off Yellow Island during a gale. The ship became a total loss.

"B" Service Charters 1898 - 1899.

Alpha's place on the Halifax -Jamaica route was taken up by the old Cunard boat, *SS Delta*. P&B had chartered her for three months. Sailing from Halifax on 2 April 1898 for Jamaica direct, *Delta* arrived on 13 April. In May, she called at Cape Haiti on her way to Jamaica and on July 2 arrived at Jamaica from St. Thomas. Following her three-month charter, *SS Delta* returned to her old Halifax-Newfoundland collier service. Not long after her return, tragedy struck her too. The *Delta* left North Sydney for St. Johns, Newfoundland with a full load of coal on 11 September 1899. On the afternoon of the 13th, in a dense fog, she struck rocks at Gull Island, St. Mary's Bay and became a total loss. The crew were all saved, but the 45-year career of this old steamer had come to an end.

To round out the year 1898, several short-term charters followed *SS Delta's* sailings. All of these called at Santiago de Cuba.



FREIGHT
FROM HALIFAX.

S.S. "ERNA"
Will leave Halifax for Bermuda
December 1.

As this week's mail via New York is not due to arrive at Halifax until November 29th, parties ordering are recommended to use the Cable, in order to ensure despatch of Goods.

W. T. JAMES,
41 and 42 Front St., Hamilton.

Halifax Agents :—
Pickford & Black,
Halifax, N.S.
21,11,98.

- *SS Bratsberg* took the August sailing. Bridgewater N.S. on 2 AUG; arrived at Kingston 12 AUG. Sailed for Halifax via Santiago on 13 AUG.

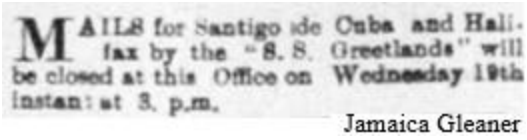
- *SS Adria* - expected arrival 11 SEP, arrived SEP 15. Sailed 16 SEP for Halifax via Santiago.

- *SS Ravensdale* (described as a tramp steamer) took the October and November sailings – From Halifax 2 OCT, called at Bermuda 6 OCT, arrived Jamaica 14 OCT. Sailed the next day for Halifax via Santiago. Sailed from Halifax 2 NOV, called at Bermuda 7 NOV and arrived at Jamaica 17 November via Cape Hayti (2 Days). Sailed 18 NOV for Halifax via Santiago.

- *SS Erna* – sailed from Halifax 7 DEC 1898; arrived Bermuda, 10 DEC 1898, carrying passengers. Arrived Kingston, Jamaica 20 DEC. Called at Santiago and Cienfuegos on the way back to Halifax.

Erna continued her charter to Pickford & Black into 1899, carrying out the January, February and March sailings from Halifax to Jamaica. She was followed by two more charters, before taking one more trip in June 1899.

- *SS Greetlands* took the April sailing. Arrived at Jamaica on 15 APR, left for Jamaican outports on 16 APR and returned to Kingston, Jamaica on 19 APR. Sailed for Halifax on the 21 APR via Santiago, arriving 7 MAY.



MAILS for Santigo de Cuba and Halifax by the "S. S. Greetlands" will be closed at this Office on Wednesday 19th instant at 3. p.m.

Jamaica Gleaner

- SS Bratsberg left Halifax 3 May, arrived Jamaica 11 MAY. Sailed for the outports on 12 MAY. Montego Bay for Santiago on the 15th.

- *SS Erna* – sailed from Halifax 1 JUN 1899 direct; arrived Kingston, Jamaica 8 JUN. After visiting the outports, *Erna* left Montego Bay on 11 JUN for Halifax, with a call at Santiago.

SS Erna was not a run-of-the-mill freighter or tramp steamer. She was beautifully finished, with accommodation for twenty-eight 1st class and eight 2nd class passengers, receiving Lloyd's highest 100 A.1. rating. Later, in 1900, she was again chartered by Pickford & Black, but this time on the "C" service to Demerara and the West Indies.

S.S. "Erna", 1620 gross tons, 253.5 feet, was a steel hull screw steamer built as the "*Koningin Wilhelmina"* by *N.V. Nederlandsche Stoomboot Maatschappij*, Rotterdam, Netherlands in 1892. She was a freight/passenger steamer, capable of 10.5 knots. *Queen Wilhelmina* spent her early years on the southwest coast of Africa. In February 1897, she was sold to Elder Dempster Lines Ltd who renamed her *Laguna*. She was acquired from Elder Dempster by Michael Jebsen, Hamburg, Germany in September 1898, who renamed her *SS Erna* and deployed her to the West Indies/North America. She was sold to Mexican interests in December 1906 and, after several more ownerships, *Erna* ended up with Japanese owners. She ran aground during a typhoon near East Kamchatka on 18 August 1925 and was lost.

Halifax-Jamaica Service in need of Improvements

The dawn of the 20th century saw increasing requests for improvements to the steamship communications between Jamaica and Canada, brought on by growth of the Canadian market, particularly in sugar imports. In 1898 Canada admitted British West Indies sugar under a preferential rate of 25% below existing duties and this was raised to 33.5% in 1900. The steady expansion of the Canadian market is shown in imports of British West Indian sugar which rose from 11,000 tons in 1897 to 133,000 tons by 1909.[32]

1900 Contract

In March 1900, P&B was incorporated as "*Pickford & Black Steamship Company*" (Limited). A new contract was awarded to Pickford & Black for the Halifax-Jamaica service on 20 April 1900. It was only for one year, beginning July 1900 and terminating in June 1901. Negotiations for the next contract were drawn-out, such that, in August 1901, the Minister of Trade & Commerce was obliged to seek approval for interim monthly payments to P&B. - "P*ending permanent arrangements for a subsidized service between Halifax and Jamaica, the old Contractors have continued the service on the same terms as heretofore, that is to say at the rate of $15,000 per annum or $1,250 per round trip*" .[33]

1902 Contract

A 5-year contract was signed 25 February 1902, retroactive to 1 January 1902 and ending 31 December 1906, with the *Halifax and West India Steamship Company Limited*. Still Pickford & Black, still a monthly service and still served by the *SS Beta* or equivalent steamer. There was however a reduction in the subsidy paid to a rate of thirteen thousand eight hundred dollars ($13,800) per annum or $1,150 per round trip.


PICKFORD & BLACK
Steamship Line.
S. S. BETA,
—WILL LEAVE—
Halifax, N.S., March 15.
On regular trip for Bermuda, Turks' Islands and Jamaica.
W. T. JAMES,
Agent.
41 43 Front Street, Hamilton.

The new contract got off to a rocky start when *SS Beta* could not take the 15 January sailing due to a mishap to one of her furnaces. Her place was taken by the Norwegian charter, *S.S. Parran*. Unfortunately, she too was forced to lay up for repairs at Bermuda on her first trip.

S. S. Leon, another charter, was despatched to Jamaica to rendezvous with *Parran* on 31 January, and take over the chartered service. *Leon* took the 15 February sailing, following which, *S.S. Beta* resumed her regular service in March.

By 1903, steadily increasing trade between Canada and Jamaica brought about discussions between the Canadian and Jamaica Governments and Pickford & Black. However, by May 1904, the Colonial Secretary reported that progress appeared to be stalled:

"*The last communication upon the subject was received in a despatch from the Governor General of Canada in December last and is to the effect that a proposition has been made on behalf of Messrs, Pickford & Black looking towards an increased service with Jamaica, but that the subsidy asked for by this firm appeared too high for the service contemplated*".[34]

It took a while but, in August 1905, it was reported that Pickford & Black intended placing another steamer on their Halifax-Jamaica route, thus providing Jamaica with a twice-monthly service.[35] The boat was the Norwegian steamer *S.S. Boston*. The route was Halifax to Jamaica, with stops at Santiago, Cuba and only calling at Bermuda on occasion. *Boston's* inaugural sailing was scheduled for 1 September 1905 and subsequent sailings would depart Halifax on the 1st of the month. *S.S. Boston* would serve 9 years on the Halifax-Jamaica route under charter to Pickford & Black.

1907 Contract

What appears to be an interim contract for 1907 was signed on 26 December 1906. The contract was to start on 1 January 1907 and terminate on 31 March 1907. This was followed in March with a one-year contract beginning 1 April 1907. The contract details remained the same; monthly sailings by *S.S. Beta* and subsidy $13,800 per annum. From this point on contracts were made on an annual basis.


S. S. "Kathinka"

In place of

S. S. "Beta"

for TURKS ISLAND and JAMAICA will not call at Bermuda.

W. T. JAMES & CO., Agents.

Hamilton, June 28, 1907.

In June 1907, *S.S. Beta* was laid up for a couple of months while undergoing a refit. To take her place on the Halifax-Jamaica service, Pickford & Black chartered a relatively new steamer, the Norwegian *S.S. Kathinka*. The *Kathinka* was a recent charter to the *Scotia Steamship Company* operating from St. John, New Brunswick on the *Canada-Jamaica Line*, so she was very familiar with the route. Her first sailing for P&B took place on 27 June 1907. A stop at Bermuda was not scheduled on this first trip. When *S.S. Beta* returned to service in September 1907, *Kathinka* was retained. P&B now had three boats running to Jamaica.



S.S. Beta wrecked

After 34 years on the Halifax-Jamaica route, *S.S. Beta's* service came to an end on 22 February 1908. During the night she went ashore five miles north of Turk's Island. Her cargo consisted mostly of structural steel and it was thought that this affected the compass and was responsible for driving *S.S. Beta* off her course. All of the ship's crew and few passengers were safely taken off but the steamer was a total loss.

Card on the right:

Beta Shipwreck Reference: F. & M. Hart Nova Scotia Archives accession no. 1983-469 #129

Subsequent Contracts for the Halifax-Jamaica Service

Annual contracts were signed for the years 1908, 1909 and 1910. The Contract terms remained the same, with one exception. Bermuda was dropped as a port of call. Following the loss of *S.S. Beta, S.S. Boston* became the primary steamer on the Halifax-Jamaica service. Her monthly sailings were augmented from time to time with short term steamship charters, especially during the February to May sugar season. Steamers *S.S. Senator* and *S.S. Amanda* appear on the sailing schedule in early 1908. *S.S. Anita* joined the service in October 1909.

The long-awaited report of the British Royal Commission on Trade Relations between Canada and the West Indies was issued in September 1910. Not surprisingly, the report found that the existing steamship service was unsatisfactory.[36] In 1908 alone, ten of the seventeen sailings to Jamaica did not meet schedule requirements. The Report recommended that, with the co-operation of the British Post Office, a faster service be established, one branch to run from Montreal and St. John, N.B. and another from Halifax.[37]

Pickford & Black's first response to the Royal Commission Report targeted the Halifax-Jamaica service. In early January 1911, it was reported that:

> *Commencing the Middle of February. Messrs. Pickford & Black will run a ten-day service between Halifax, Jamaica and Turks Island, and the steamer "Molina" has been chartered for this service. The first steamer under the new scheme will be the steamer "Boston", sailing from Halifax on February 9th, the "Molina" will follow on February 19th, and the steamer "Amanda" on March 1st.*
>
> *These three steamers will keep up the ten-day service until the middle of May. In previous years Messrs. Pickford & Black have had a steamer make a couple of extra trips during the sugar season, and the ten-day Jamaica service this year is somewhat an experiment. Should it prove a success it is quite likely that it will be continued as a regular service*.[38]

On March 31st 1911, the Department of Trade & Commerce issued a call for tenders for Mail Service between Canada and Jamaica; the service to be from Halifax, with a call each trip at St. John, N.B (much like the boats on the Canada, West Indies, Demerara service). The steamers were also required to call at Bermuda and Turks Island on each trip. Persons responding could tender for frequencies of 14, 10 or 7 days. An important clause was the requirement that all vessels must be of British register.[39] This meant that the steamers then employed on the route by P&B (*Boston*, *Amanda* and *Molina*), being Norwegian boats, would have to be taken off.

The 1911 Tenders for the Canada-Jamaica Service

Only four proposals were submitted.[40] The first, dated 18 July 1911, was from a Capt. Mark Colin Sky, Hamilton, Bermuda, representing the "B" Steamship Line.

- Route designated as Halifax-Bermuda-Turks Island and Jamaica; calling on both the outward and homeward voyages.
- Two twin-screw steamers, *Norwich* and *Ipswich*, of 1352 and 1300 grt respectively.
- Sailings every 14 days. Extra cargo steamer, if necessary, during the sugar season.
- The payment to be not less than $13,800 per annum "*and such further sum as may be provided by the Government of the Dominion of Canada and by His Majesty's Government should any be furnished to the Government of the Dominion of Canada for such purpose".*

Pickford & Black submitted three proposals on 27 July 1911, one of which was to maintain the status quo; citing P&B's experience in the trade, the employment of superior steamers (comparable to any employed by the principal lines in the fruit trade between Jamaica and New York), and every reason to believe that the importers and exporters, in Canada and Jamaica, were thoroughly satisfied with the service. They argued that putting on larger, more expensive steamers would not materially increase the trade between the two countries. In summary, P&B proposed:

- To continue the existing service without any remuneration in the way of Government subsidy, provided subsidy is not granted for a more expensive service. But if the more expensive service is demanded, then we are quite ready to negotiate for same.

Pickford & Black's second proposal:

- Provide a fortnightly service between Halifax and Jamaica, calling at Turks Island on alternate trips.
- The privilege of calling, with any or all of the steamers, at Bermuda and Santiago, Cuba.
- Two British steamers built expressly for the Trade and classed A1; 3,000 gt and capable of 11 knots.
- The contract to be for a period of ten years and the payment to be $37,500 annually.

Pickford & Black's third proposal:

- Provide a 10 days service between Halifax and Jamaica, with port calls at Turks Island, Bermuda and Santiago the same as the second proposal.
- Three British steamers with the same standards as option two.
- The contract to be for a period of ten years and the payment to be $75,000 annually.

In one of his last tasks as Governor-General of Canada, the 4th Earl Grey wrote to Sir Sydney Olivier, the Governor of Jamaica, on 4 September 1911, to inform him of Canada's views on the recent tenders for the Canada-Jamaica service. Accompanying Grey's communication was an approved copy of a Report of the Committee of the Privy Council of Canada detailing the results of the tendering process and attaching copies of the tenders that were submitted. The results were not favourable.[40]

> "*The Minister of Trade and Commerce is of opinion that the proposals received are disappointing and he is, therefore, unable to recommend that any of them be accepted.*"

The result was no contract, no subsidy for Pickford & Black's Canada-Jamaica service.[41]

In June 1912, tenders were again invited for the Canada-Jamaica service. The specifics called for offers on one or more of the following:

a) Sailing from St. John to Jamaica and return to St. John.
b) Sailing from Halifax to Jamaica and return to Halifax.
c) Sailing from St. John to Jamaica and return to Halifax and St. John.
d) Sailing from Halifax to Jamaica and return to St. John and Halifax.
e) Sailing alternatively from St. John and Halifax to Jamaica and return to one of the said ports other than the last port of departure.

Calls were to be made each way at Bermuda. Tenders should designate whether sailings are every 7, 10 or 12 days. The closing date for receipt of tenders was 1 October 1912. Proposals were received from Pickford & Black and the Canada W.I. Co. Despite the Government of Jamaica voting an annual subsidy of £2,000 for 10 years, neither proposal was considered satisfactory and the tendering time was extended to 15 December 1912, in hopes of attracting new proposals.[42]

It is not clear whether Pickford & Black received a subsidy from the Department of Trade & Commerce in subsequent years. There was a recommendation of a small subsidy of $1,300 / annum from the Canadian Postmaster General dated 13 January 1916, which received approval of the Privy Council on 7 March 1916.[43]

S.S. Boston's chartered service for Pickford & Black came to an end in September 1914. Replacing her on the Halifax-Jamaica service was the *S.S. Amanda*, owned by the same Company as the *S.S. Anita.* Later that year, on the night of 19 December, *S.S. Anita* stranded on the *Phillipo Reef* north of Caicos Island. She was successfully refloated the following May, repaired and subsequently sold to the Baltimore and Carolina Steamship Company. *S.S. Amanda*, with occasional other charters, was left to carry on a much-reduced service throughout the War years.

Postwar, the Jamaica Post Office Guide of 1919, with respect to the Canadian Mails, stated that:

> *Letter mails to and from Canada are sent and received via New York, but Parcel Post mails are conveyed only by the Pickford & Black boat which trades between Halifax and Jamaica. Parcel Post mail for the West India Islands is also sent from Jamaica via Halifax by this boat.*



The Montreal Gazette - 27 August 1948

The Canada – West Indies "C" Service



Pickford & Black were not enamored with the *S.S. Loanda*, considering her an inferior boat in every respect. Nevertheless, due to the time constraints, P&B was obliged to charter the *Loanda* as the "first" boat. Their choice for a second boat was the *S.S. Rowena*, originally offered as a replacement for the *Loanda.* In the end, the *Rowena's* owners declined the business. While William Black was in England searching for suitable vessels, several more boats, including the Newfoundland steamers *Portia* and *Bonavista,* were presented to the Minister of Finance as suited for the West Indies service. All were rejected.[44]

S.S. Loanda cleared St. John for Demerara on the 6th December 1890. It turned out to be an inauspicious start to Pickford & Black's sailings to the West Indies. On 19 December, while on her way out of Bermuda, *Loanda* stranded on a sand bank outside Timlins Narrows. An examination of the hull two days later revealed no damage and she was refloated.

Only two trips were conducted before P&B had had enough of the *Loanda*.

Cleared St. John.	*Halifax*	*Arrived Bermuda*	*Arrived Bermuda*	*Arrived St. John*	*Duration*
6-12-90	11-12-90	17-12-90	28-1-91	2-2-91	58 days
4-2-91	10-2-91	16-2-91	24-3-91	1-4-91	56 days

WINDWARD ISLAND SERVICE.

HALIFAX, N.S., 17th April, 1891**.**

DEAR SIR,--The ss. " Loanda," which we had chartered for performing this service, has on her last trip proved so very unsatisfactory and caused so many complaints from passengers that we have, after much trouble, succeeded in getting the owners to cancel the charter, and I have in place chartered the ss. "Taymouth Castle," (one of Mr. Furness' boats), now on the London line, which ship is beyond the requirements of the contract in size, and quite up to the mark in speed. This ship (which is commanded by our old friend, Captain Clark, late of the " Ulunda"), will, we have no doubt, give good satisfaction, but we are doing this at a serious cost to ourselves, as she costs us about $1,200 per trip more than the " Loanda." Up to the present time we are largely out of pocket in this service, and are more than anxious to get satisfactory ships on the route, so that we may fairly test all there is in it. We are hoping day by day to hear from Mr. Black that he has secured such a vessel or vessels as will meet the requirements of the contract.

Yours very truly,
*PICKFORD **&** BLACK.*

Hon. G. E. FOSTER**,** Minister of Finance, Ottawa.[44]

The 1891 Canada – West Indies Contract

The following are the more relevant terms of Pickford & Black's first West Indies contract.

1. *That they will, during the continuance of this contract, properly and efficiently establish, maintain and carry on in manner hereinafter specified, a regular steamship service from the Port of Saint John, in the Province of New Brunswick, in the Dominion of Canada, to Demerara, in British Guiana, returning thence to Saint John, aforesaid, and calling on each outward voyage from Saint John at Halifax, in the Province of Nova Scotia, in the said Dominion of Canada, and on each outward and inward voyage from and to Saint John at the Islands of Bermuda, St. Kitts, Antigua, Guadaloupe, Dominica, Martinique, Saint Lucia, Barbadoes and Trinidad-such service to be performed by steamers, each classed A1 at Lloyds, of not less than one thousand tons net register, and maintaining a speed of not less than twelve knots an hour, and with accommodation for not less than forty first-class passengers ……. and to have accommodation for steerage passengers.*

2. *That the service herein provided for shall be begun on or before the first day of January, in the year of Our Lord one thousand eight hundred and ninety-one, with at least two steamers, and shall be thereafter carried on in accordance with the terms of this contract-the sailings of the steamers from Saint John to be on fixed regular dates, and to be made once each month-*

5. *That the steamers performing the service herein provided for shall not call at any port or ports in the United States of America.*

9. *That during the continuance of this contract the contractors will convey on each and every trip of the steamers performing the service hereinbefore provided for all such mails as shall or may be tendered to the proper persons on that behalf on said steamers at the ports of Saint John or Halifax by or on behalf or under the direction of the Postmaster General for Canada, for the time being, his officers or agents, and shall deliver such mails at the proper port of destination.*

And Her Majesty, for Herself, Her heirs and successors, covenants that she will pay or cause to be paid to them, their executors, administrators, or assigns, the sum of five thousand dollars ($5,000) for each and every regular trip (not exceeding twelve in ail in any one year) and the sum of two thousand ($2,000) for each and every extra trip (not 'exceeding four in any one year, made by them in accordance with the terms of this contract-and during the continuance thereof-the amounts so to be paid to the contractors in any one year for regular trips not to exceed in ail the sum of sixty thousand dollars ($60,000) and for extra trips not to exceed the sum of eight thousand dollars ($8,000) or a total amount in any one year in respect of all services hereunder not exceeding sixty eight thousand dollars ($68,000).

This contract shall remain in force for four years from the first day of January, in the year of Our Lord one thousand eight hundred and ninety-one.

Like the "B" service, there was also a supplementary contract revision to clause 9 for the "C" service, requiring:

"the contractors should thereby undertake to convey, not only the mails tendered as aforesaid at Saint John and Halifax, but also all such mails as should be offered at Demerara, or at any port or place of call ……..".

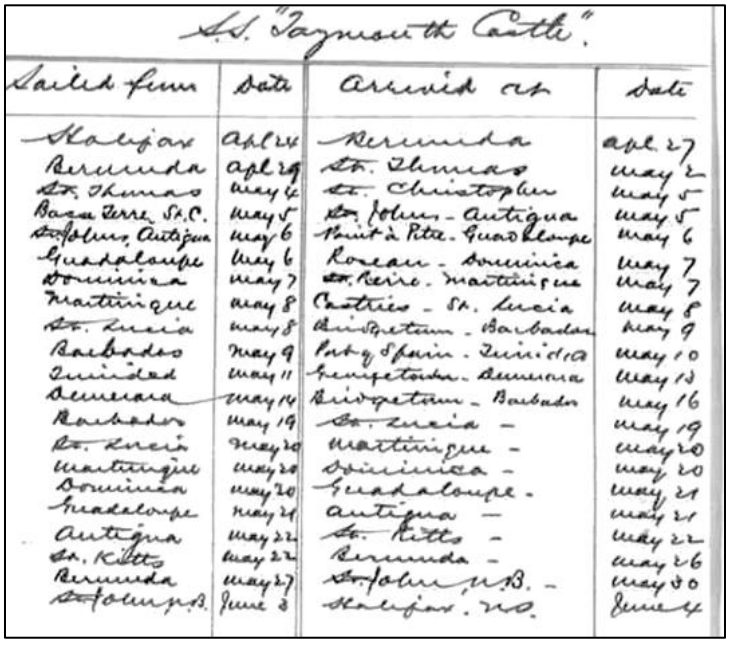
The "CASTLE" Steamships

The acquisition of the *S.S. Taymouth Castle* followed by the *S.S. Duart Castle* was to see a long period of regular sailings to the West Indies and Demerara under the Pickford & Black contracts.

Built by Barclay, Curle & Co., Glasgow in 1877 for the Castle Line service to South Africa, S.S. *Taymouth Castle* grossed 1827 tons and had a capacity for 50 first class passengers. She and her sister ship, *Duart Castle*, were sold to Furness Withy in 1891, who modernised them and sold them to Pickford & Black. In 1900, in preparation for the new West Indies service, she went to the surveyors and emerged as the *SS Ocamo*. Sold to the Newport Steamship Co. in 1915; eventually ending up in the hands of German breakers in October 1921.

Duart Castle was built in 1878 by Barclay, Curle & Co. for Seatter, White & Co, Leith as the *S.S. Adjutant*. In 1879 she was acquired by the Castle Line, renamed *Duart Castle* and, like her sister ship, *Taymouth Castle*, served on the Castle Line service to South Africa. She was sold to Furness Withy in 1891, who sold her to Pickford & Black for the West Indies service. In 1900, in preparation for the new West Indies contract, she went to the surveyors and emerged as the *SS Oruro*. Sold to Far East interests in 1920, she was laid up in July 1924 pending inspections and repairs and was sold to breakers in Bombay in October 1924.

First to sail was the *Taymouth Castle*, embarking from Halifax on 24 April 1891. She was followed, 11 July 1891, by the *Duart Castle*. The actual sailing times from *Taymouth Castle's* first voyage, shown in the adjacent excerpt from Privy Council minutes,[45] show a round-trip of about 40 days, demonstrating much improvement in the service over the prior *S.S. Loanda* sailings.



S.S. "Taymouth Castle".

Sailed from	Date	Arrived at	Date
Halifax	April 24	Bermuda	April 27
Bermuda	April 29	St. Thomas	May 2
St. Thomas	May 4	St. Christopher	May 5
Basse Terre, St. C.	May 5	St. John's - Antigua	May 5
St. John's, Antigua	May 6	Point à Pitre. Guadeloupe	May 6
Guadaloupe	May 6	Roseau - Dominica	May 7
Dominica	May 7	St. Pierre. Martinique	May 7
Martinique	May 8	Castries - St. Lucia	May 8
St. Lucia	May 8	Bridgetown - Barbados	May 9
Barbados	May 9	Port of Spain - Trinidad	May 10
Trinidad	May 11	Georgetown - Demerara	May 13
Demerara	May 14	Bridgetown - Barbados	May 16
Barbados	May 19	St. Lucia -	May 19
St. Lucia	May 20	Martinique -	May 20
Martinique	May 20	Dominica -	May 20
Dominica	May 20	Guadaloupe -	May 21
Guadaloupe	May 21	Antigua -	May 21
Antigua	May 22	St. Kitts -	May 22
St. Kitts	May 22	Bermuda -	May 26
Bermuda	May 27	St. John, N.B. -	May 30
St. John, N.B.	June 3	Halifax. N.S.	June 4

An *Agreement Regulating the Commercial Relations between Canada and France in Respect of Customs Tariffs* was implemented in early 1893, the result of which was a letter from Pickford & Black to the Minister of Trade & Commerce, citing a much-diminished trade with the French Islands of Guadeloupe and Martinique and proposing to drop Guadeloupe as a port of call, but continue to call at Martinique and substitute the Danish Island of St. Croix as an occasional port of call. This recommendation was approved 12 June 1893.[46]

The "C" service Contract for 1895 was treated in much the same manner as the "B" service contract, awarding the contract to Pickford and Black for the same reasons; familiarity with the operation and possessing established business connections.

An "Order in Council" [27] extended the existing contract for an additional six months while the terms were under review. The new contract was finalized on 5 March 1895, becoming effective from the 1st July for a term of five years. It remained unchanged from the prior 1891 contract. The Canada-West Indies contract for 1900 would, however, constitute a much different, improved service.

Negotiations for the 1900 Canada – West Indies Service

The formation of the *West India Royal Commission* by the British Government in December 1896 was in response to social and economic conditions in the British West Indies in the late-nineteenth century.

Appointed by Joseph Chamberlain, the British Colonial Secretary, the four-man Commission was charged with investigating the local results of the severe economic depression, due in large part to the widespread losses in sugar revenue. The recommendation in the West India Royal Commission Report of 1897 directly affecting Canada-West India relations was the improvement of overall steamship service.

Mid-1898 found Chamberlain, an ardent imperialist, actively promoting the recommendations in the Commission Report, including improvements to the Canada-West Indies steamship service. During the debate on West Indies trade in the House of Commons in August 1898, he is recorded as saying:

> "*I have proposed that conjointly with Canada we subsidize a line of steamships between the West Indies and Halifax and other Canadian ports*".[47]

Despatches in early 1899 suggest the Colonial Secretary was in direct communication and negotiations with Pickford & Black. On February 1st 1899, in a telegram to *Lord Minto*, the Governor General of Canada, Chamberlain, referring to an earlier confidential despatch of 19 September 1898, outlined Pickford & Black's tender for a replacement West Indies steamship service:[48]

> ……. *In lieu of present service, asking subsidy of £16,000 per annum, proposing to employ three steamers including present two, terms of contract for 6 years, service fortnightly on the condition that they may call at intermediate ports and vary dates of arrival at Bermuda, also may omit present call at St. Johns', New Brunswick.*

The proposition did not appeal to Richard J. Cartwright, Minister of Trade & Commerce, despite Chamberlain's offer to contribute a portion of the subsidy. The Minister felt it was "*practically similar*" to the present service, which was too slow, touched on too many ports and was, altogether, unsatisfactory. It was felt that an entirely different itinerary with faster vessels and fewer points of call should be arranged and that the Canadian Government should take the time to ascertain the most beneficial service, worthy of a subsidy.[48]

When communicated to Chamberlain, The Canadian Government's response to this initial P&B proposal was promptly followed on 18 February by another cable from the Secretary of State, inquiring whether the Canadian Government would enter into a contract for 10 years for a subsidy of £27,000 annually, Her Majesty's Government contributing £12,000.

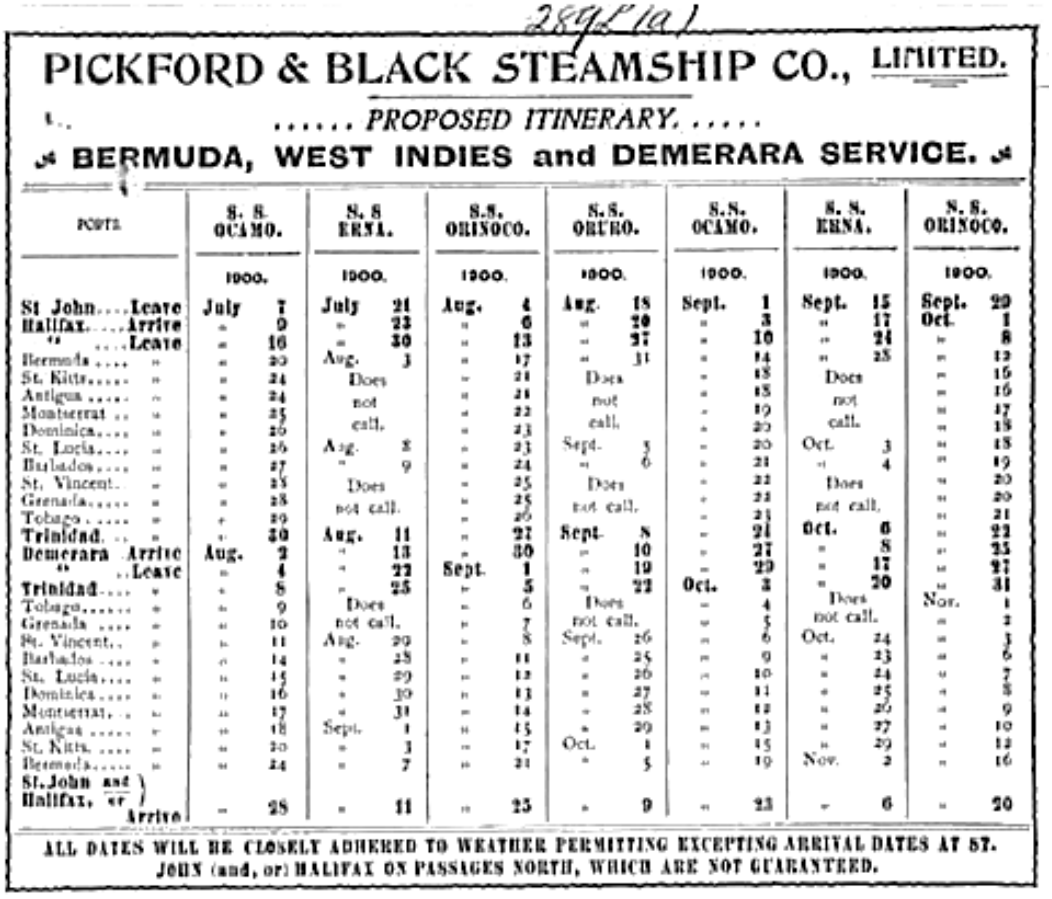
Pickford & Black now proposed to upgrade the two *Castle* boats and run four steamships, thereby reducing the length of the voyage from Halifax to Demerara from 23/24 days to about 15/16 days. On the surface this sounded like a fair proposal, as the Canadian Government would get a bi-monthly service for only an additional £3,000. Once again, Cartwright rejected P&B's proposal. Despite the reduction to 15 or 16 days travel time, it was still "*much in excess of the time occupied by Steamers sailing from New York which are competitors in the trade with the West Indian Islands ….* ".[49]

Nevertheless, by early July 1899, newspapers were reporting that a contract had been agreed to and about to be signed. The formalities were completed on 20 July and ratified in the House of Commons on 5 August 1899.

The 1900 Canada-West Indies Contract

The following are the pertinent points from Pickford & Black's 1900 West Indies contract. Further details can be found in Appendix "B".

- The contract was for a term of five years, commencing 1 July 1900.
- The terminal ports of call were St. John, N.B. and Halifax N.S., in Canada, Port of Spain, Trinidad and Georgetown, British Guiana.
- Sailings were to be every two weeks, alternating between two different schedules.
- The steamers to be employed shall not be less than 1,000 tons, capable of 10 knots and providing accommodation for at least 40 first-class passengers, and sufficient space for second-class and deck passengers.
- The Contractors to convey, both outward and homeward, all mails tendered at any port of call.
- The steamers shall not call at any port or ports in the U.S.
- Payment for the service was an annual subsidy of $65,700 dollars, and a further sum of $65,700 dollars to be provided by the British Government.



1898 (a)

PICKFORD & BLACK STEAMSHIP CO., LIMITED.

..... PROPOSED ITINERARY. .....

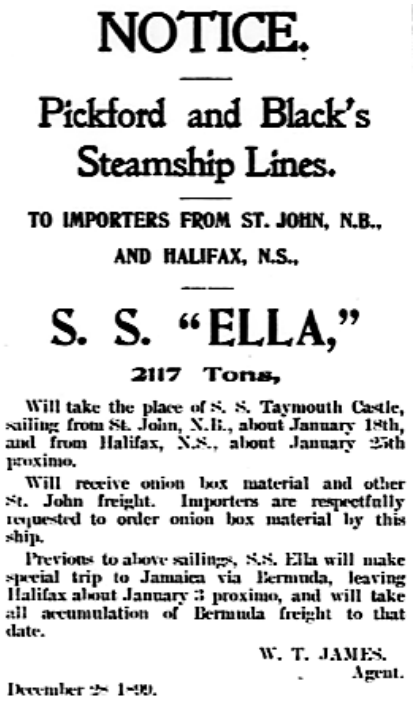
BERMUDA, WEST INDIES and DEMERARA SERVICE.

PORTS	S. S. OCAMO.	S. S. ERNA.	S.S. ORINOCO.	S.S. ORUBO.	S.S. OCAMO.	S. S. ERNA.	S. S. ORINOCO.
	1900.	1900.	1900.	1900.	1900.	1900.	1900.
St John....Leave	July 7	July 21	Aug. 4	Aug. 18	Sept. 1	Sept. 15	Sept. 29
Halifax.....Arrive	" 9	" 23	" 6	" 20	" 3	" 17	Oct. 1
" ....Leave	" 16	" 30	" 13	" 27	" 10	" 24	" 8
Bermuda.... "	" 20	Aug. 3	" 17	" 31	" 14	" 28	" 12
St. Kitts..... "	" 24	Does	" 21	Does	" 18	Does	" 16
Antigua..... "	" 24	not	" 21	not	" 18	not	" 16
Montserrat .. "	" 25	call.	" 22	call.	" 19	call.	" 17
Dominica.... "	" 26		" 23		" 20		" 18
St. Lucia.... "	" 26	Aug. 8	" 23	Sept. 5	" 20	Oct. 3	" 18
Barbados.... "	" 27	" 9	" 24	" 6	" 21	" 4	" 19
St. Vincent.. "	" 28	Does	" 25	Does	" 22	Does	" 20
Grenada..... "	" 28	not call.	" 25	not call.	" 22	not call.	" 20
Tobago..... "	" 29		" 26		" 23		" 21
Trinidad.. "	" 30	Aug. 11	" 27	Sept. 8	" 24	Oct. 6	" 22
Demerara Arrive	Aug. 2	" 13	" 30	" 10	" 27	" 8	" 25
" ..Leave	" 4	" 22	Sept. 1	" 19	" 29	" 17	" 27
Trinidad.... "	" 8	" 25	" 5	" 22	Oct. 3	" 20	" 31
Tobago..... "	" 9	Does	" 6	Does	" 4	Does	Nov. 1
Grenada .... "	" 10	not call.	" 7	not call.	" 5	not call.	" 2
St. Vincent.. "	" 11	Aug. 20	" 8	Sept. 26	" 6	Oct. 24	" 3
Barbados .... "	" 14	" 23	" 11	" 25	" 9	" 23	" 6
St. Lucia.... "	" 15	" 29	" 12	" 26	" 10	" 24	" 7
Dominica.... "	" 16	" 30	" 13	" 27	" 11	" 25	" 8
Montserrat.. "	" 17	" 31	" 14	" 28	" 12	" 26	" 9
Antigua..... "	" 18	Sept. 1	" 15	" 29	" 13	" 27	" 10
St. Kitts..... "	" 20	" 3	" 17	Oct. 1	" 15	" 29	" 12
Bermuda..... "	" 24	" 7	" 21	" 5	" 19	Nov. 2	" 16
St. John and Halifax, or Arrive	" 28	" 11	" 25	" 9	" 23	" 6	" 20

ALL DATES WILL BE CLOSELY ADHERED TO WEATHER PERMITTING EXCEPTING ARRIVAL DATES AT ST. JOHN (and, or) HALIFAX ON PASSAGES NORTH, WHICH ARE NOT GUARANTEED.

Preparations for the New Service

The contract was scheduled to commence in July 1900 and required the use of 3 or 4 steamships to provide a fortnightly service. Pickford & Black's first task was to schedule a refit for the *Taymouth Castle* and the *Duart Castle*. The refits took place in Glasgow at the premises of Barclay, Curle & Co. The work took several months to complete and during their absence, suitable replacement boats were found.



NOTICE.

Pickford and Black's Steamship Lines.

TO IMPORTERS FROM ST. JOHN, N.B., AND HALIFAX, N.S.,

S. S. "ELLA,"

2117 Tons,

Will take the place of S. S. Taymouth Castle, sailing from St. John, N.B., about January 18th, and from Halifax, N.S., about January 25th proximo.

Will receive onion box material and other St. John freight. Importers are respectfully requested to order onion box material by this ship.

Previous to above sailings, S.S. Ella will make special trip to Jamaica via Bermuda, leaving Halifax about January 3 proximo, and will take all accumulation of Bermuda freight to that date.

W. T. JAMES.
Agent.

December 28 1899.

The German steamer *S.S. Ella* was chartered in late December 1899 to take the place of *Taymouth Castle* on the 18 January sailing. Embarking from New York for Halifax on 31 December, she encountered rough weather on New Years day. Water in her hull extinguished the boiler fires and for 3 days the *Ella* drifted about helplessly. Her distress signals were seen on 5 January and all passengers and crew were safely taken off. *S.S. Ella* foundered the next day.

Ella was replaced by the British charter *S.S. Tiber*. She sailed from Halifax for the West Indies on 4 February, and completed two more trips before the start of the new contract. *Taymouth Castle* made a brief trip to Bermuda on 22 January before setting off for Glasgow on 10 February.

On 27 March 1900, Robert Pickford, merchant, William Anderson Black, merchant, George William C. Hensley, clerk, Charles Stanley Pickford, clerk, Walter Allan Black, clerk, all of the city of Halifax, incorporated as the "Pickford and Black Steamship Company" (Limited), with a total capital stock of $600,000, divided into 6,000 shares of $100.

Following her return to St. John, New Brunswick on 15 April, *S.S. Duart Castle* sailed for Glasgow for a complete overhaul. Her place on the Line was taken up by the German *S.S. Erna*, which had been chartered previously, in 1898/99, for Pickford & Black's Halifax-Jamaica service. A clause in the new Contract stipulated that all vessels must be of British registry. Because the Boer War was then in progress, British shipping was at a premium. Pickford & Black had to get special permissions from both the British and Canadian governments to employ the *S.S. Erna*, on the understanding it would be for about three voyages only.[50]

The fourth of the four steamers was the *S.S. Orinoco*. Built by William Gray & Co. Ltd of West Hartlepool and launched in 1881. The *Orinoco* was an iron screw steamer, 270 feet long and displaced 1864 gross tons. She had accommodation for 60 first-class and 30 second-class passengers as well as a large freight capacity. She began her service on the Quebec Steamship Company's New York-Bermuda route on 14 April 1881. She was purchased by Pickford & Black in May 1900.

The *Taymouth Castle*, renamed *S.S. Ocamo*, arrived back from Glasgow on July 4, in time to take the first sailing from Halifax on July 7. *Duart Castle*, renamed *S.S. Oruro*, returned to Halifax on August 16.

Thus, the four steamships assigned to the new fortnightly service, were the *Ocamo*, *Erna*, *Orinoco* and *Oruro*.

Loss of the S. S. Orinoco – November 1900

Tragedy soon struck the *S.S. Orinoco.* While returning from Demerara, British Guiana on her second voyage, she went aground off La Sagesse Bay, Grenada on 2 November 1900, becoming a total loss. The subsequent Court of Inquiry, held at Grenada, on 5th-8th November, found that the loss *was due to the wrongful act or default of the Captain, James Simpson Laing and Henry J Peters First Mate in omitting to take proper precautions on nearing land, and to the incompetency and gross negligence of the First Mate.*[51] The Captain was severely reprimanded, and the First Mate's Certificate was suspended for 12 months. Over the years, the *Orinoco's* hull has become a man-made reef and a popular dive wreck site.

Pickford & Black, once again, found itself searching for a suitable boat to replace the *Orinoco,* at a time when British vessels were in short supply. More immediate steps were taken to ensure service to the West Indies continued. In a communication with the Crown Agents, [52] P&B outlined the immediate schedule changes :

> *S.S. Oruro* to leave Demerara on December 7th (instead of the 14th as scheduled), calling at all Islands on the passage north but not remaining at any port longer than is necessary to discharge or receive cargo. *Oruro* would arrive back in Canada in time to take the *Orinoco's* next sailing date (December 3rd) from Halifax.
>
> *S.S. Ocamo* to leave Demerara as scheduled, Trinidad 26th, Barbados 27th, St. Lucia 28th, Dominica 29th, Antigua 30th, St' Kitts Dec. 1st reaching St. John in time to leave there about the 12th and Halifax Dec. 17th, the schedule date. The Islands of Tobago, Grenada, St. Vincent and Montserrat to be omitted on the voyage north.
>
> The Canadian Government also consented to the temporary employment of a cargo boat in the event P&B were not able to procure a boat fully equipped for passengers.

For three months, Pickford & Black maintained the service with just three steamers, *S.S. Oruro*, *S.S. Ocamo* and *S.S. Erna*. The initial charter for *S.S. Erna* was for two or three voyages only but, on two further occasions, approval was sought from Britain to extend the charter. In all, *S.S. Erna* made seven voyages for P&B, her last trip terminating at Halifax on 9 November 1901.

In February 1901, William A. Black was able to report he had purchased a replacement boat for the *S.S. Orinoco*. This was a Dutch boat, the *S.S. Bromo*. When registered under the British flag, she was renamed *S.S. Orinoco*. Built in 1888 for Rotterdamsche Lloyd, *Bromo* was engaged in the East Indies first-class mail service between Rotterdam and Java. The new steamer *Orinoco* was considerably larger than her older namesake, weighing 2,489 tons gross and 320 feet long.

After an Atlantic passage of 12 days from Antwerp, *S.S. Orinoco* arrived in Halifax on 22 February 1901. She inaugurated her service for Pickford & Black (Halifax to Demerara) on 3 March 1901.



S.S. Bromo

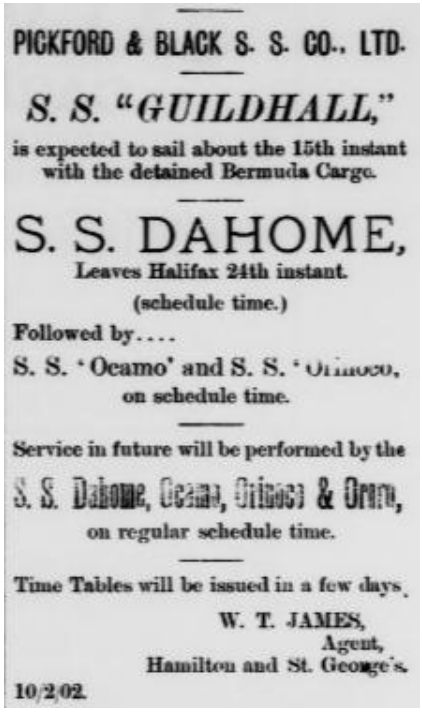
Charter Boats 1900-1906

S.S. Benedick was chartered when *S.S. Erna's* contract ended in November 1901. *Benedick* was mainly a cargo boat and, optimistic that a more suitable boat could be found, P&B chartered her for three months only. *Benedick* performed only two trips on the West Indies service, departing Halifax on 4 November and 31 December 1901. A scheduled third sailing on 24 February was taken instead by a new charter, *S.S. Dahome*.

S.S. Dahome was chartered from Furness, Withy for a period of three years. Built 1890-91, she was comparable in size to the *S.S. Orinoco*. She had provision for 46 first-class and 20 second-class passengers. *Dahome's* charter ended with the conclusion of the 1900-05 Contract.

S.S. Caribbee, 1944 grt, was chartered from the Quebec Steamship Company, initially for three trips, but ultimately she performed seven trips, covering the period July 1905 to May 1906. Built in 1878 by the London & Glasgow Co., she was acquired by QSSC in 1890. She foundered on 8 June 1908 while on voyage from Matanzas to New York.

S.S. Memnon made just one trip for P&B. A cargo boat, she was chartered from Elder Dempster and took the 19 June 1906 sailing from Halifax, returning to St. John, N.B. on 2 August.



PICKFORD & BLACK S. S. CO., LTD.

S. S. "GUILDHALL,"

is expected to sail about the 15th instant with the detained Bermuda Cargo.

S. S. DAHOME,

Leaves Halifax 24th instant.

(schedule time.)

Followed by....

S. S. 'Ocamo' and S. S. 'Orinoco,

on schedule time.

Service in future will be performed by the

S. S. Dahome, Ocamo, Orinoco & Orno,

on regular schedule time.

Time Tables will be issued in a few days.

W. T. JAMES,
Agent,
Hamilton and St. George's.

10/2/02.

The 1905 Canada-West Indies Contract

In January 1905 a call for tenders was issued by the Dominion government for the Canada-West Indies steamship service :

> *"Sealed tenders will be received until noon April 1st, 1905, for a semi-monthly steamship service for five years from July 1st, 1905, between St. John and Halifax in the Dominion of Canada, and Georgetown, Bermuda, St Kitts, Antigua, Montserrat, Dominica, Barbados, St. Vincent, Grenada, Tobago, Trinidad, vessels to be A1 British flag, with adequate passenger, cargo and steerage accommodation, ten knots speed."*

Merchants in St. John had long-standing complaints about the service provided by P&B to the Port of St. John. Underlying these complaints was the notion that Halifax got preferential treatment. On January 9th, a petition from several merchants, 52 in number, was discussed by members of the St. John Board of Trade.

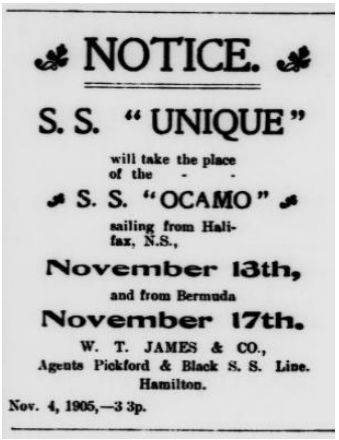
Among the complaints stated in the petition were the following :

1) That the present steamers are inadequate for the requirements of the trade as regards size, speed, passenger accommodations and the carriage of fruit and perishable goods.
2) That the nine days' interval between the sailings of the steamers from St. John and Halifax is too long.
3) That the steamers leave Halifax last on their southern voyages.
4) That the steamers do not call at St. Thomas and St. Croix.

During this somewhat disorderly meeting, Samuel Schofield (a Pickford & Black supporter) accused Percy W. Thomson (Wm. Thomson & Co.) of crafting the petition and "*are endeavoring to get the government subsidy taken away from the Pickford & Black Company and transferred to the Royal Mail Company of London, for which company they have recently been appointed agents at this port.*" (38 of the 52 petitioners had neither imported or exported a single package by the P&B line.) [53] After lengthy discussions, the matter was referred to a council meeting.

Several newspapers reported the intention of the Elder Dempster Steamship Company, as well as the Royal Mail Steam Packet Company, to bid on the contract (*Voice of St. Lucia* – 2 FEB; *Port of Spain Gazette* – 19 MAR).

In April, the St. John Daily Sun reported that Pickford & Black had submitted the only tenders. In May, this was confirmed by H.B. Schofield, President St. John Board of Trade : "*We understand that Messrs. Pickford & Black were the only tenderers, and that they put in two tenders. One was for a continuance of the present fortnightly service, and the other, a little lower, was for a twelve-day service, omitting the ports of St. John, Grenada, St. Vincent and Tobago. …… It is believed that the service will be continued as heretofore, at least so far as calling at St. John is concerned*." [54]


NOTICE.

S. S. "UNIQUE"

will take the place of the

S. S. "OCAMO"

sailing from Halifax, N.S.,

November 13th,

and from Bermuda

November 17th.

W. T. JAMES & CO.,
Agents Pickford & Black S. S. Line.
Hamilton.

Nov. 4, 1905.—3 3p.

The government's decision was to extend the 1900-1905 agreement, but only for a further period of one year, from the 1st of July 1905, as if the said agreement had originally been made to expire on the 1st July 1906.

The steamers *Oruro*, *Ocamo*, *Orinoco* and *Caribbee* provided the service during this one-year contract. *S.S. Briardene* and *S.S. Unique* were used as substitutes.

The Department of Trade & Commerce finalized a new agreement with Pickford & Black on 20 June 1906. The four-year contract commenced 1 July 1906. Sailings from St. John, N.B. to Demerara would now occur every twelve days instead of fourteen days, making the trip within fourteen days. (see Appendix "C")

The requirement for four boats included the familiar *Ocamo*, *Oruro* and *Orinoco*. The fourth boat was the *S.S. Olenda*, a charter from Elder Dempster. *Olenda* was chartered by P&B for one year only, during which time, she was not considered a popular boat.

PICKFORD & BLACK STEAMSHIP CO., Limited.

Proposed Itinerary BERMUDA, WEST INDIES AND DEMERARA SERVICE.

Ports.	S. S. Orinoco.	S. S. Ocamo.	S. S. Olenda	S. S. Oruro.	S. S Orinoco.	S. S. Ocamo.	S. S. Olenda	S. S. Oruro.	S. S. Orinoco.	S. S. Ocamo.	S. S. Olenda
	1906	1906	1906	1906	1906	1906	1906	1906	1906	1906	1906
St. John...Lv.	June 30	July 13	July 27	Aug. 10	Aug. 23	Sept. 4	Sept. 16	Sept. 28	Oct. 10	Oct. 22	Nov. 3
Halifax.....Ar.	July 1	" 14	" 28	" 11	" 24	" 5	" 17	" 29	" 11	" 23	" 4
" .....Lv.	" 14	" 26	Aug. 7	" 19	" 31	" 12	" 24	Oct. 6	" 18	" 30	" 11
Bermuda.. "	" 18	" 30	" 11	" 23	Sept. 4	" 16	" 28	" 10	" 22	Nov. 3	" 15
St. Kitts.... "	" 22		" 15		" 8		Oct. 2		" 26		" 19
Antigua..... "	" 23		" 16		" 9		" 3		" 27		" 20
Montserrat. "		Aug. 3		" 27		" 20		" 14		" 7	
Dominica... "	" 24		" 17		" 10		" 4		" 28		" 21
St. Lucia... "		" 4		" 28		" 21		" 15		" 8	
St. Vincent. "		" 4		" 28		" 21		" 15		" 8	
Barbados... "	" 25	" 5	" 18	" 29	" 11	" 22	" 5	" 16	" 29	" 9	" 22
Trinidad... "	" 26	" 6	" 19	" 30	" 12	" 23	" 6	" 17	" 30	" 10	" 23
Demerara.. Ar.	" 28	" 9	" 21	Sept. 2	" 14	" 26	" 8	" 20	Nov. 1	" 13	" 25
Demerara.. Lv.	" 31	" 11	" 24	" 4	" 17	" 28	" 11	" 22	" 4	" 15	" 28
Trinidad .. "	Aug. 3	" 14	" 27	" 7	" 20	Oct. 1	" 14	" 25	" 7	" 18	Dec. 1
Barbados .. "	" 6	" 17	" 30	" 10	" 23	" 4	" 17	" 28	" 10	" 21	" 4
St. Vincent. "		" 18		" 11		" 5		" 29		" 22	
St. Lucia... "	" 7	" 18	" 31	" 11	" 24	" 5	" 18	" 29	" 11	" 22	" 5
Dominica... "	" 8	" 19	Sept. 1	" 12	" 25	" 6	" 19	" 30	" 12	" 23	" 6
Montserrat. "		" 20		" 13		" 7		" 31		" 24	
Antigua.... "	" 9	" 21	" 2	" 14	" 26	" 8	" 20	Nov. 1	" 13	" 25	" 7
St. Kitts... "	" 11	" 23	" 4	" 16	" 28	" 10	" 22	" 3	" 15	" 27	" 9
Bermuda.. "	" 16	" 28	" 9	" 21	Oct. 3	" 15	" 27	" 8	" 20	Dec. 2	" 14
St. John / Halifax } Ar.	" 20	Sept. 1	" 13	" 25	" 7	" 19	" 31	" 12	" 24	" 6	" 18

All Dates will be closely adhered to, Weather and other Circumstances permitting, excepting Arrival Dates at St. John (and/or) Halifax on Passage North, which are not guaranteed.

In July 1907, Pickford & Black chartered the *S.S. Sobo* to replace the *S.S. Olenda*. Built in January 1899 by Barclay & Curle, Glasgow for the African Steamship Company, managers the Elder-Dempster Company, *S.S. Sobo* was reported to be an improvement on the *Olenda*, both as regards size and speed. Her weight was 3,652 tons gross and she had accommodation for 68 first-class and 48 second-class passengers. *Sobo's* charter was for four years.

The Loss of Orinoco II

On Thursday evening, 25 July 1907, *S.S. Orinoco* sailed from St. John bound for Halifax with cargo brought from the West Indies for Halifax, and St. John cargo for the West Indies. On the following day, 26 July, she became stranded on the west side of Seal Island, filled with water and soon became a total loss. The wrecked materials and cargo were sold at auction at Yarmouth on 15 August. The hull was bought by Edward Lantalum, of St. John, for $500 and the cargo was bought by the Provincial Wrecking Co. for $165. *S.S. Dahome* was again chartered, for three years, this time to take the place of *Orinoco*.

The Canada-West Indies Contracts 1910-1913

As the termination date of the 1906 contract drew near, there were once again, calls for an improved service. There were also reports that discussions were held with Elder Dempster and the Royal Mail Steam Packet Company. Nevertheless, an acceptable agreement was not reached. The service was continued with Pickford & Black under the terms of the 1906 contract, for one year commencing 1 July 1910.

In August 1910, Pickford & Black chartered the steamer *S.S. Luristan* to replace *S.S. Dahome*, whose contract was about to expire. *S.S. Luristan's* first sailing on Pickford & Black's West Indies service took place from Halifax, several days late, on 7 October 1910.

1911 Contract

A new one-year contract for the Canada-West Indies service was signed on 27 April 1911. The service, to begin on 1 July 1911, was very much reduced, the result of the British Government withdrawing its subsidy. Sailings from Halifax took place every 11 days, but sailings from St. John were every 22 days. Calls at some of the Islands were omitted. (Appendix "D")

Proposed Itinerary
Canada, Bermuda, West Indies and Demerara Service

St'm'r.	Leave St. John, N. B.	Leave Halifax, N. S.	Due B'da to sail for W. I.	Due Bd'a for St. John
Oruro	June 21	June 30	July 4	July 26
Rhod'n	—	July 11	July 16	—
Ocamo	July 13	July 22	July 25	Aug 17
Crom'y	—	Aug 2	Aug 7	—
Oruro	August 3	Aug 13	Aug 17	Sept 8
Rhod'n	—	Aug 24	Aug 29	—
Ocamo	August 25	Sept 4	Sept 8	Sept 30
Crom'y	—	Sept 15	Sept 20	—

The schedule still required the use of four steamers. In addition to the *Ocamo* and *Oruro*, Pickford & Black placed two chartered steamers on the route; *S.S. Cromarty* replaced *S.S. Sobo* and *SS Rhodesian* replaced *S.S. Luristan. Cromarty* and *Rhodesian* were freighter/cargo boats and did not go to St.John.

1912 Contract

Continued complaints about the service resulted in termination of the 1911 contract ahead of its scheduled end date. On 15 April 1912, a new contract was signed, scheduled to begin 10 May 1912 and end 1 July 1913. Article 8 in the new contract :-

> *The Articles of Agreement entered into between the said parties on the twenty-seventh day of April, 1911, shall be cancelled and have no force or effect on and after the commencement of the service herein stipulated.*

The contract stipulated two alternate services, both commencing from the Port of St. John, viz. :-

a) *calling at Halifax and sailing thence at regular intervals of twenty-four days and calling at Bermuda, St. Kitts, Antigua, Barbados, Trinidad and Demerara, and returning to St. John, calling on the homeward voyage at Trinidad, Barbados;*

b) *calling on each alternate voyage from St. John at Halifax and sailing thence at regular intervals of twenty-four days calling at Bermuda, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Trinidad and Demerara, returning to St. John calling on the homeward voyage at Trinidad, Barbados, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Bermuda.*

S.S. Briardene was chartered to replace *S.S. Cromarty*; the latter steamer's contract having finished with her sailing from St. John on 25 June 1912.



S.S. Briardene, ex Clan Macdonald, built by Scott Shipbuilding & Engineering Co., Greenock in 1882, iron hull, length, 335 ft. 5 in.; breadth, 39 ft. 3 in., net tonnage, 1,723; gross tonnage, 2,701; 400 nominal horsepower.

The Tender for the 1913 Contract

In late March 1912, special Commissioners from most of the West India Islands met in Ottawa with the object of bringing about a measure of trade reciprocity. The resultant Trade Agreement pledged sweeping tariff changes between Canada and the West Indies. It also underscored the need for a much-improved steamship service. This drew an immediate response from Canada's Department of Trade & Commerce, and on June 8 tenders were called for an improved service. The following are a few of the terms :-

> *Tenders are invited for one or more of the following Services, sailing every 10 days or every 12 days (as may be submitted in the proposals) from the Canadian port of departure hereinafter designated to Georgetown, and calling each way, or such variation thereof as may be stated in the proposals, at the following Islands in the British West Indies, viz. :-*
>
> *St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados and Trinidad :-*
>
> *a. Sailing from Halifax to Georgetown and returning to Halifax,*
> *b. Sailing from St. John to Georgetown and returning to St. John,*
> *c. Sailing from Halifax to Georgetown and returning to St. John and Halifax,*
> *d. Sailing from St. John to Georgetown and returning to Halifax and St. John.*
>
> *The vessels to be employed shall be of the class A1, and be of British register and be capable of maintaining a minimum speed of 12 knots when loaded at sea under ordinary weather conditions.*
>
> *The Contractor is to land and embark all mails at terminal points and ports of call at his own expense.*

Tenders were to be sent in for consideration by 1 October 1912. Only Pickford & Black responded with a proposal. This was rejected and the time for tenders was extended to 15 December 1912.

Proposals from three Companies were submitted :-

1) Pickford & Black put in various tenders for services of varying frequency and boats of different speeds, including a 12-knot service every 12 days for an annual subsidy of $315,000. None of their proposals provided for any cold storage on the vessels and the itinerary remained as at present. Given these concerns, it was not considered wise to enter into a long-term contract.

2) The tender from the Canada-West Indies Syndicate was for a fortnightly service with 15-knot steamers, for an annual subsidy of $300,000, for 15 years. They also requested an additional subsidy of $150,000 per annum from the Governments of the British West Indies and British Guiana. Acceptance of this tender was considered unwise, given this additional condition.

3) The Royal Mail Steam Packet Company did not submit a regular tender but, in February/ March 1913, proposed a fortnightly service with 11-knot steamers for 2 years, for an annual subsidy of $300,000. After one year, RMSP would decide if they wanted to enter into a longer-term contract. This did not suit the Trade & Commerce department in the least and it too was rejected.

1913 Contract

As a last-resort, representatives of the Royal Mail Steam Packet Company and Pickford & Black tried to arrange a joint 10-year contract. The best that RMSP was willing to sign on for was a fortnightly, 11-knot service, for a subsidy of $300,000 per year, calling at the smaller Islands every other trip, and making no second call at either Halifax or St. John. This failed to find favour with the Department of Trade & Commerce.

The Government was out of options and had to settle for an extension of the present service for one year, and *leave the question of a more extended contract for future consideration*.[55]

Pickford & Black's new West Indies contract, to commence on July 1, 1913, called for an improved service, with four Class A1 steamers, two of which should be not less than 4,500 gross tons. The contract was also contingent on bringing in additional business associates to form a new steamship company. The service began with the existing steamers, *Oruro*, *Ocamo*, *Rhodesian* and *Briardene*. The latter two steamers (charters, 2,005 and 2,701 tons respectively), were clearly not up to the tonnage requirements of the contract and it was soon recognized that Pickford & Black was unable to fulfill the terms of the agreement. On 8 September 1913, a new contract was awarded by the Department of Trade and Commerce to the Royal Mail Steam Packet Company of London, England.

The Royal Mail's steamer *S.S. Cobequid* inaugurated the service, sailing from Halifax on 5 December 1913. Returning, she struck the rocks on the Trinity Ledge, eight miles S.S.E. of Cape St. Mary's, N.S., on 13 January 1914, becoming a total loss. The S.S. *Briardene,* which had just completed the final voyage on the Pickford & Black contract, took the *Cobequid's* place on the scheduled January 30th sailing from Halifax.

Despite having lost the West Indies contract, Pickford & Black continued to support the West Indies operation by acting as the Halifax Steamship Agent for the Royal Mail Steam Packet Company.



THE ROYAL MAIL STEAM PACKET COMPANY

Canada-Bermuda-West Indies Mail Service

SCHEDULE OF SAILINGS

(Subject to alteration.)

Steamers of 5,000 tons register, twin screw, fitted with Wireless Telegraphy, Submarine Signals and Bilge Keels.—Excellent passenger accommodation.

Steamer.	Leaves St. John N.B.	Leaves Halifax N.S.	Leaves Bermuda for West Indies	Leaves Bermuda for St. John.N.B
CHALEUR	—	—	—	Feb. 7th
CHIGNECTO	—	—	—	Feb. 21st
BRIARDENE	Jan. 18th	Jan. 30th	Feb. 3rd	Mar. 7th
CARAQUET	Feb. 1st	Feb. 13th	Feb. 17th	Mar. 21st
CHALEUR	Feb. 15th	Feb. 27th	Mar. 3rd	April 4th

W. T. JAMES & CO., Agents,
43 Front Street, Hamilton, Bda.

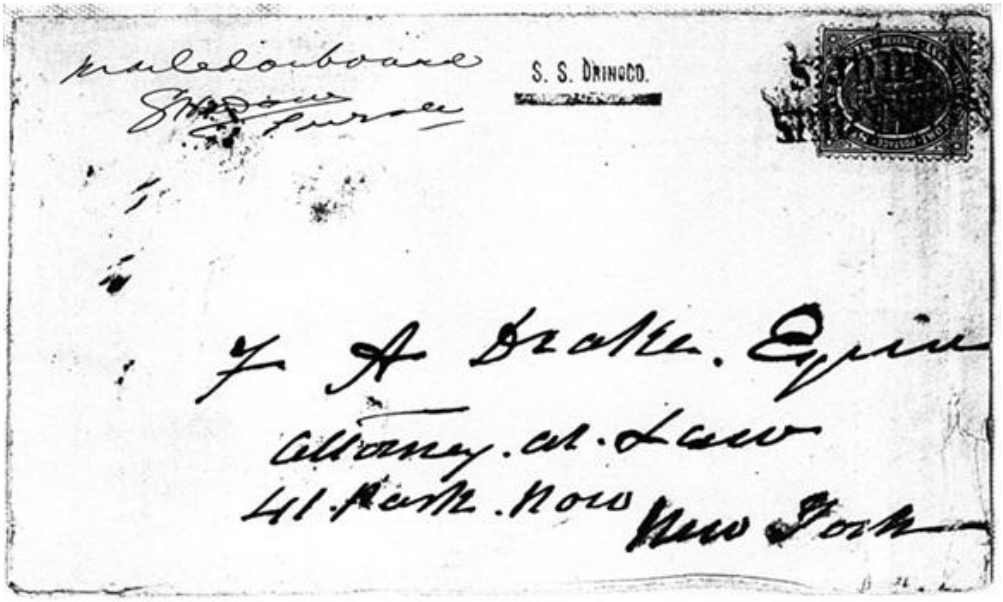
Hamilton, Bda., Jan. 27, 1914.172a.tu.th tf.

The Philatelic Record

As a general observation, mail between Canada and the West Indies during the 19th century is scarce. This is due, in large part, to the availability of alternate routes via the United States. New York, especially provided more frequent sailings and oftentimes a lower cost. Mail from Canada to the West Indies is decidedly scarcer than mail to Canada from the West Indies. Most of the mail from Canada's interior Provinces travelled by way of New York. The Maritime provinces made liberal use of the New York route as well, due to the more frequent sailings.

Pickford & Black provided a service to the Spanish Islands of Cuba, Puerto Rico and Haiti, at times with a Canadian Government subsidy. Despite this, most of the covers between Canada and those Islands travelled via various U.S. ports extending from Miami to Boston. Oftentimes, an incoming cover will bear no transit markings, making it difficult to ascertain the route taken.

Unlike its successor, the *Royal Mail Steam Packet Company*, there are no comparable ship-board markings on items carried by the Pickford & Black steamships. Throughout its contracts (1914-1927), the Royal Mail boats employed a variety of cancellations. Perhaps a handful of items bearing hand-struck markings exist for P&B mail. One such item is a straight-line *S.S. Orinoco* (likely *Orinoco II*) handstamp (see below).



Collecting postal history items carried on the Pickford & Black vessels is more a matter of identifying the item through ship endorsements or sailing dates. Of particular value are the Bermuda and Jamaica newspapers for sailing dates and schedules. Items transiting Halifax will sometimes bear a "Via Halifax" endorsement.

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31 RG2, Privy Council Office, Series 1, Vol. 696 *(Privy Council Minutes 8 July 1896) – Pickford and Black to William Bullock Ives* – 10 December 1895.

32 Beachey, Raymond Wendell, *The British West Indies sugar industry 1865-1900,* (PhD Thesis 1951), Edinburgh Research Archive/

33 RG2, Privy Council Office, Series A-1-a. For Order in Council see volume 827, Access Code 90.

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35 *The Maritime Merchant*, 24 August 1905.

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38 *The Jamaica Gleaner*, 12 January 1911. *Bermuda Royal Gazette,* 12 January 1911.

39 *The Toronto World*, 18 April 1911.

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43 RG2, Privy Council Office, Series A-1-a. For Order in Council see volume 1136, Access Code 90.

44 Sessional Papers. Vol 16. FIRST SESSION of the SEVENTH PARLIAMENT of the DOMINION OF CANADA -1891.

45 RG2, Privy Council Minutes, Series 1. Vol. 483, 27 June – 14 July 1891.

46 RG2, Privy Council Minutes, Series 1. Vol. 560, 10 June 1893. (*Pickford & Black to Hon. MacKenzie Bowell*).

47 The Ottawa Citizen, 5 August 1898.

48 RG2, Privy Council Office, Series 1, Vol. 789 *(Privy Council Minutes 13 February - 1 March 1899).*

49 RG2, Privy Council Office, Series 1, Vol. 793 *(Privy Council Minutes 21 March - 31 March 1899).*

50 RG2, Privy Council Office, Series 1, Vol. 843 *(Privy Council Minutes 20 July - 24 July 1899).*

51 RG2, Privy Council Office, Series 1. Vol. 856 *(Privy Council Minutes 24 December 1900 - 2 January 1901).*

52 RG2, Privy Council Office, Series 1. Vol. 856 *(Pickford & Black to Crown Agents – 13 November 1900).*

53 The St. John Daily Sun. 10 January 1905.

54 *The Maritime Merchant and Commercial Review*, 5 May 1905.

55 RG2, Privy Council Office, Series A-1-a. For Order in Council see volume 1060, Access Code 90

56 *Dictionary of Canadian Biography, Volume XVI (1931-1940)*

57 *British Colonist, Halifax N.S. - 4 April 1870*

The illustration of the Clements *Alpha* is from *History of the Dominion Atlantic Railway*. Marguerite Woodworth, Kentville Publishing Co., Ltd., Kentville, NS, October 1936.159 pp.

Appendix “A” - Payment for Services prior to November 1889

DEBATES OF THE HOUSE OF COMMONS OF THE DOMINION OF CANADA.
FIRST SESSION- SEVENTH PARLIAMENT. 54-55 VICTORIÆ , 1891 . VOL. XXXIII.
COMPRISING THE PERIOD FROM THE TWENTY-FIRST DAY OF AUGUST TO THE THIRTIETH DAY OF SEPTEMBER.

Mr. Davies (P.E.I.) – Moves a Resolution (Debates of the House 21 August to 30 September 1891) - Aug 25th

……. and at or about the same time agreed to pay and did pay the said Pickford & Black the sum of $15,000 in cash for certain alleged trips to the West Indies of the Alpha and Beta, made by said boats before the tender for their services had been accepted, and before the date from which the said Pickford & Black at the time of entering into the said contracts (" A" and " B ") claimed they were entitled to be paid. …….. That the conduct of the Minister of Finance in the premises has been detrimental to the public interest and merits the censure of this House.

Mr. Foster : ……. The claim of Messrs. Pickford & Black arose in this way: Parliament had been urging the establishment of a West India service for several years, tenders had been advertised for, and in due time this appropriation of $60,000 was recommended to the House. Messrs. Pickford & Black had tendered, and the year before they had put their steamers on the route but had received no subsidy. The $60,000 was voted for the West India and Canadian service from the 1st of July, 1889, to the 1st of July, 1890, and tenders were called for; and if it had not been for the difficulties that arose the tenders would have been accepted, and the contract would have dated from a period much anterior to the actual date and more favourable to the contractors than that ultimately assigned. But, owing to the various difficulties that arose, it was November and December before the contracts were actually entered into, and Pickford & Black laid their claim for subsidy from 1st July before the Government. They said that a vote of $60,000 had been granted for the year, from the 1st of July, 1889, to the 1st of July, 1890; that they had tendered for the service, that they had put on their vessels in any case, **that they were given the mails on the 1st of July,** and had been carrying on the service from the 1st of July to November, and that it was owing to the delays on the part of the Government that the contract was not entered into earlier in the season. They claim, therefore, that they having performed the service, and the Government having received the vote for that service, they ought to be paid for what they had done during those intervening months. I replied, at first, that this matter ought not to be brought up until the year had more nearly expired, since, at the best, I would only recommend to Council a consideration of this claim if anything remained over unexpended from the vote, that I did not propose that vote should be exceeded, and that I was unwilling to ask Parliament for more than it had granted. It was not until after I had found out that the services could be carried on for the year within the amount voted that I placed before the Council the claim of Messrs. Pickford & Black for their services, not alleged, as my hon. friend said, but actually carried on in the regular way from the 1st of July until November of that year. That is all there is to that transaction.

George Foster (Minister of Finance) responding to Mr. David Mills (Bothwell) – House Debates Sept 14th

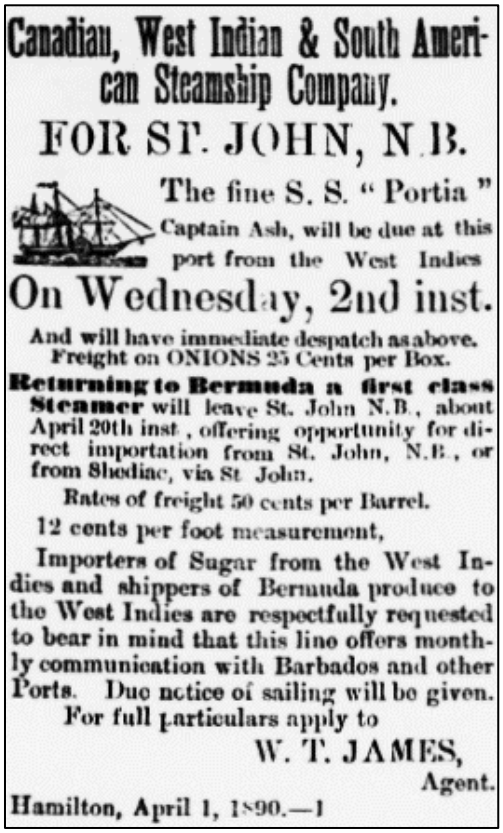
Mr. Mills (Bothwell) : *If Pickford & Black had vessels sailing to the West Indies before the 15th of November and the 25th of December they sailed them upon their own personal responsibility and risk, for their own purposes. They were not moved to take any action in that matter by anything the hon. gentleman was authorized to do or by anything which he did. The hon. gentleman did this: he took $ 15,000 out of the public treasury without warrant of law, without the authority of Parliament, and he gave that money to Pickford & Black for services they did not perform on behalf of the public, or under any contract or agreement made with them by the Finance Minister as Minister of the Crown.*

Mr. Foster : …… then, he says that I held no warrant of law, but, contrary to the law, took $15,000 of the people's money and handed it over to Pickford & Black, and it might have gone into election funds. I did pay $15,000 to Pickford & Black; I so stated in this House; and I gave the reasons why only two weeks ago. Shall I give the reasons again ? This West India service had been talked of for a long while. The money had been voted in March or April of that year, and the vote came into force on the first day of July, 1889. Nearly a year before that Pickford & Black had put on steamers to the West Indies - to Jamaica and Cuba - and fully a year before that, namely, **on the 15th of September and on the 4th November, 1888, they had been given by the Postmaster General authority to carry the mails.** They were to be paid for carrying the mails after it had been decided to whom the contracts were to be given for the West India service which we were then talking about. These mails were delivered over to them in September and November, 1888, and they were carried by them from that time on. Although the money was voted by this House in March or April, delays occurred in asking for tenders and in getting in the tenders, so that what should have been a service started on the 1st of July, owing to these difficulties, did not start until late in the autumn; and Pickford & Black, who had been running on these two routes for several months before the 1st of July, for which they made no claim—and they gave their manifest of every voyage in and out according to our requirements put in their claim from the first that the Government ought to consider their contract as running from the 1st of July instead of from the fall of the year. They were not paid at first, and I wished to see how the service would go on and what our probable expenses would be, and I would make no arrangement with them until I found that the vote would be sufficient for all the services. Then I felt authorized to take their claim to Council, and the Government felt authorized to deal with it without coming to Parliament. It was within the $60,000 vote. The same power that could decide that the contract should begin on the 1st of November could say that it should begin on the 1st of July, and the Government considered it just that they should be paid from the 1st of July , and they were paid.

Note : there is philatelic evidence that Pickford & Black were carrying the mails prior to July 1889.



CAPT. J. E. HOPKINS, S. S. BETA.



Canadian, West Indian & South American Steamship Company.

FOR ST. JOHN, N.B.

The fine S. S. "Portia" Captain Ash, will be due at this port from the West Indies

On Wednesday, 2nd inst.

And will have immediate despatch as above.
Freight on ONIONS 25 Cents per Box.

Returning to Bermuda a first class Steamer will leave St. John N.B., about April 20th inst., offering opportunity for direct importation from St. John, N.B., or from Shediac, via St John.

Rates of freight 50 cents per Barrel.
12 cents per foot measurement,

Importers of Sugar from the West Indies and shippers of Bermuda produce to the West Indies are respectfully requested to bear in mind that this line offers monthly communication with Barbados and other Ports. Due notice of sailing will be given.

For full particulars apply to

W. T. JAMES,
Agent.

Hamilton, April 1, 1890.—1

Appendix “B” – The 1900 Canada-West Indies Contract

1. *The Contractors shall on the first day of July next after the date of these presents place upon the route between St. John, in the province of New Brunswick, and the port of Halifax, in the province of Nova Scotia, as ports of departure in the Dominion of Canada, and Port of Spain, in Trinidad, and Georgetown, in British Guiana, alternately as the ports of arrival, a sufficient number of steamers of the class and description hereinafter defined in clause 3, to perform, and with the said steamers will for the space of five years from that date perform, the following service :-- Sailing one vessel in each two weeks from the port of St. John, in the province of New Brunswick, to the port of Halifax, in Nova Scotia, and thence on the first trip to Port of Spain, in Trinidad, making the trip within fourteen days, calling on all voyages at the following ports in the order named below :--*

1. *Hamilton in Bermuda.*
2. *Basseterre in St. Kitts.*
3. *St. John in Antigua.*
4. *Plymouth in Montserrat.*
5. *Roseau in Dominica.*
6. *Castries in St. Lucia.*
7. *Bridgetown in Barbados.*
8. *Kingstown in St. Vincent.*
9. *St. George’s in Grenada.*
10. *Scarborough in Tobago,*

And upon the return voyages from Trinidad to Halifax or St. John, to call at these same ports in the inverse order as given above ; and on the next following trip to sail from Halifax to Port of Spain in Trinidad, calling on all voyages at the following ports in the order named :--

1. *Hamilton in Bermuda.*
2. *Castries in St. Lucia.*
3. *Bridgetown in Barbados.*

Making the trip to Trinidad within eleven days, thence on to Georgetown, in British Guiana, completing the trip in fourteen days, and upon the return trip from Georgetown, British Guiana, to Halifax or St, John, to call at the following ports in the order as given below :--

1. *Port of Spain, Trinidad.*
2. *Bridgetown in Barbados.*
3. *Kingstown in St. Vincent.*
4. *Castries in St. Lucia.*
5. *Roseau in Dominica.*
6. *Plymouth in Montserrat.*
7. *St. John in Antigua.*
8. *Basseterre in St. Kitts.*
9. *Hamilton in Bermuda.*

And continuing trips as above defined alternately to Port of Spain, Trinidad, and Georgetown, British Guiana, sailing from St. John and Halifax at regular intervals of fourteen days each.

3. *The steamers employed in this service shall be British vessels of not less than 1,000 tons register, and shall be good, substantial, and efficient steam vessels of adequate power and speed, and supplied with first-rate proper steam engines, and in all respects maintain, when employed on this service, an average speed of not less than 10 knots an hour, and shall also be provided with proper accommodation for at least 40 first-class passengers, and such second-class and deck passengers as the traffic may require, and shall be fitted with all necessary appliances for the reception, stowage, and carriage of cargo.*

5. *The Contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers, by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to outside of Canada, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to, and the expenses of carrying such mails from the post offices to the steamers and from the steamers to the post offices at the terminal ports or ports of call shall be borne by the Contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this Contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount subsidy hereinafter mentioned or provided for ; this will not however preclude the payment of subsidies in aid of the service by the different British colonies at which calls are made.*

11. *That the steamers performing the service herein provided for shall not call at any port or ports in the United States of America.*

16. *And Her Majesty, for herself her heirs and successors, hereby covenants to and with the Contractors, their executors, administrators, and assigns, that the said Contractors, well and faithfully performing all and every the covenants, agreements and stipulations hereinbefore and hereinafter set forth and contained, will well and truly pay, or cause to be paid, to the Contractors, their heirs, administrators, or assigns, during the continuance of this Contract an annual subsidy of the sum of Sixty-five thousand and seven hundred dollars from and out of the consolidated fund or other proper moneys of the Dominion of Canada, and the further sum of Sixty-five thousand and seven hundred dollars out of moneys provided by Her Majesty's Government (should the same be furnished to the Government of the Dominion of Canada for such purposes, but not otherwise), payable as follows :-- On the last day of each month during the continuance of this Contract, the sum of Five thousand four hundred and seventy-five dollars ($5,475), and a further sum of the same amount, provided the same be provided by Her Majesty's Government for the purpose as above mentioned, provided, however, that no such payments shall be made until it is shown to the satisfaction of the Minister that all trips called for by the Contract up to that time have been well and properly performed.*

Appendix “C” – The 1906 Canada-West Indies Contract

1. *The Contractors shall on the first day of July next after the date of these presents place upon the route between the Port of St. John in the province of New Brunswick, and the Port of Halifax in the province of Nova Scotia, as ports of departure in the Dominion of Canada, and Georgetown in British Guiana as the port of arrival, a sufficient number of steamers of the class and description hereinafter defined in clause 4, to perform, and with the said steamers will for the space of four years from that date perform the following service :-- Sailing one vessel in each twelve days from the Port of St. John in the province of New Brunswick, to the port of Halifax in Nova Scotia, and thence on the first trip to Georgetown in British Guiana, making the trip within fourteen days, calling on the first voyage and each alternate south bound trip at the following ports in the order named. viz. :--*

1. *Hamilton, in Bermuda ;*
2. *Basseterre, in St. Kitts ;*
3. *St. John, in Antigua ;*
4. *Roseau, in Dominica ;*
5. *Bridgetown, in Barbados ;*
6. *Port of Spain, in Trinidad ;*

and upon the return voyages from Georgetown in British Guiana to Halifax and St. John, calling at :--

1. *Port of Spain, in Trinidad ;*
2. *Bridgetown in Barbados.*
3. *Castries, in St. Lucia ;*
4. *Roseau, in Dominica ;*
5. *St. John, in Antigua ;*
6. *Basseterre, in St. Kitts ;*
7. *Hamilton, in Bermuda ;*

and calling on the following or second trip and every alternate south bound trip at :--

1. *Hamilton, in Bermuda ;*
2. *Plymouth, in Montserrat ;*
3. *Castries, in St. Lucia ;*
4. *Kingstown, in St. Vincent ;*
5. *Bridgetown, in Barbados ;*
6. *Port of Spain, in Trinidad ;*

and upon the return voyages from Georgetown in British Guiana calling at :--

1. *Port of Spain, Trinidad ;*
2. *Bridgetown, in Barbados ;*
3. *Kingstown, in St. Vincent ;*
4. *Castries, in St. Lucia ;*
5. *Roseau, in Dominica ;*
6. *Plymouth in Montserrat ;*
7. *St. John, in Antigua ;*
8. *Basseterre, in St. Kitts ;*
9. *Hamilton, in Bermuda ;*

Appendix “D” – The 1911 Canada-West Indies Contract

1. *The Contractors shall on or about the first day of July next after the date of these presents place upon the route between the Port of St. John in the Province of New Brunswick and the Port of Halifax in the Province of Nova Scotia as ports of departure in the Dominion of Canada and Georgetown in British Guiana as the port of arrival a sufficient number of steamers of British register subject to the approval of the Minister and with the said steamers will until the thirtieth of June in the year 1912 perform the following service commencing from either the Port of Halifax or the Port of St. John at the option of the Contractors, viz. :--*

a) The sailings from Halifax shall be at regular intervals of eleven (11) days calling at Bermuda, St. Kitts, Antigua, Barbados, Trinidad and Demerara, and returning to Halifax and St. John alternately calling on the homeward voyage at Trinidad, Barbados and such other British West India Islands as may from time to time be deemed necessary by the Contractors in the interests of the trade.

b) The sailings from St. John shall be at regular intervals of twenty-two (22) days calling at Halifax, Bermuda, St. Kitts, Antigua, Barbados, Trinidad, to Demerara, and returning to St. John calling on the homeward voyage at Trinidad, Barbados and Bermuda and such other British West India Islands as may from time to time be deemed necessary by the Contractors in the interests of the trade.

2. *The steamers employed in this service shall be British vessels of not less than 1,000 tons register, and shall be good, substantial, and efficient steam vessels of adequate power and speed, and supplied with first-rate proper steam engines, and in all respects suited to the performance of the service, and shall be capable of maintaining and shall maintain, when employed on this service, an average speed of not less than 10 knots an hour, and shall be fitted with all necessary appliances for the reception, stowage, and carriage of cargo.*

Appendix “E” – Schedule of Tenders Received 31 August 1889.

Schedule of Tenders
1889
“A”, “B”, and “C” Services

SCHEDULE OF TENDERS

A. From Halifax or St. John to Cuba and return, calling at Havana and Matanzas. B. From Halifax or St Yarmouth if sailing from St. John) to Demerara, and return, calling at Bermuda, St. Kitts

No.	Tender and Address.	Route.	Port in Canada.	Service. Sailing.	Service. To begin.	Subsidy. Per Month.	Subsidy. Per Year.
							$
1	Pickford & Black, Halifax.	A	Halifax	Monthly	To continue as now running.		
		B	do				
		C	do	Every 6 weeks	2 mos. from signing contract.		60,000
2	Pickford & Black, Halifax.	A	Halifax		A B as now running.		
		B	do	All monthly			
		C	do		C, 1 month from contract.		70,000
3	Pickford & Black, Halifax.	A	Halifax	Monthly	As now running		
		B	do	do	do		
		C	do	Every 6 weeks	2 mos. from contract.		60,000
			Before expiration of 2 years 4th boat to be added for additional				10,000
			do 18 mos. after 5th boat		do		7,500
			do 5 years 6th boat		do		7,500
			To continue for three years at				85,000
4	Pickford & Black, Halifax.	A	Halifax	Monthly	As now running		
		B	do		do		
		C	do		1 month from contract.		70,000
			Before expiration of 2 years 5th boat to be added for additional				7,500
			do 18 mos. after 6th boat		do		7,500
			do 5 years 7th boat		do		5,000
			To continue for three years at				90,000
5	Whinister & Watson, and Clay & Service, Glasgow.	A	Halifax	Monthly	When steamers built, say 12 mos.		£62,500
		B					
*6		C					£55,000
7	Pickford & Black, Halifax.	A	Halifax	Monthly; regular sailing dates.	At once with "Beta."	2,000	24,000
8	do	A	do	do	do then new SS.	2,750	33,000
9	J. A. VanWart, for self and associates, Fredericton, N.B.	A	St. John	Monthly	Within 6 months	3,000 a trip.	36,000
10	do	A	do	do	do	4,000 a trip.	48,000
11	Pickford & Black, Halifax.	B	Halifax	Monthly; regular sailing dates.	At once to continue "Alpha."	1,250	15,000
12	do	B	do	do	At once with "Alpha," and put on faster boats as soon as possible.	2,250	27,000
13	J. A. VanWart, for self and associates, Fredericton, N.B.	B	St. John	Monthly	Within 6 months	3,000 a trip.	36,000
14	do	B	do	do	do	4,000 a trip.	48,000
15	Pickford & Black, Halifax.	C	Halifax to Barbadoes, Trinidad and Demerara; smaller islands as arranged.	Every 6 weeks	Within 2 months	1,500	18,000

* Will commence service at early date with chartered steamers (10 knots) at subsidy to be arranged

RECEIVED, 31ST AUGUST, 1889.

John to Jamaica, and return, calling at Bermuda and Turk's Island. C. From Halifax or St. John (*via* Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Barbadoes and Trinidad.

Steamers.			First-class Passenger Accommodation.	Remarks.
Name.	Tonnage.	Speed		
		Knots		
"Beta"	1,087·677	11	30	Tender No. 9, P. & B.
"Alpha"			30	
Boat = "Beta" or if desired not less than	700 net.	11	30	
"Beta"				Tender No. 10, P. & B.
"Alpha"				
Two boats = "Beta" or	700 net.	11		
"Beta"				Tender No. 11, P. & B., to which they call special attention.
"Alpha"				
Boat = "Beta" or	700 net.	11		
Boat at least	1,000	13	40 or more.	Route B, to be extended when this boat put on.
do	1,000	13		
do	1,000	13		
and after that to be reduced 10 p. c. a year until extinguished.				
"Beta"				Tender No. 12, P. & B., to which they call special attention.
"Alpha"				
Two boats = "Beta" or	700 net.	11		
Boat at least	1,000	13	40 or more.	Route B then to be extended.
do	1,000	13		NOTE—Should the Government not wish to subsidize 3 fast boats, P. & B. are open to make arrangement in accordance with their view.
do	1,000	13		
and then to be reduced 10 p. c. a year until extinguished.				
Not less than	1,000 net.	12	30 at least.	Alternative tenders propose to have 5 steamers 12½ knots, 2,000 tons capacity, besides 30 pass. 3 fr. A. & B., and 2 for C.
		10		
		Canadian steamer.		
"Beta"	1,087·677	11	35	Tender No. 1, P. & B.
"Beta" until new steamship provided.				do 2 do
Steamer or steamers.	1,000	12	30	To be provided with all possible despatch.
Steamships	500	10		2 tenders; yearly sum not named.
do	1,000	12	30	
"Alpha" on route since Sept., 1888.	About 750	11	35	Tender No. 3 P. & B. At Lloyds' 653·514, but extra deck since built.
"Alpha" until new boat put on.				
Steamer or steamers.	1,000 net.	12	30	Tender No. 4, P. & B.
Steamship	500	10		Yearly sum not named in tender.
do	1,000	12	30	
1 steamship or more	750 net.	11	30	Tender No. 5, P. & B.

Condition.—No other steamers to be subsidized by Canadian Government to ports named.

SCHEDULE OF TENDERS RECEIVED

No.	Tender and Address.	Route.	Port in Canada.	Service.		Subsidy.	
				Sailing.	To begin.	Per Month.	Per Year.
						$	$
16	Pickford & Black, Halifax.	C	Halifax to Barbadoes, Trinidad and Demerara, smaller islands as arranged.	Monthly; every 3 weeks if business warrants.	Within 2 months..	3,000	36,000
17	do ..	C	Halifax and places in advertisement; Barbadoes, Demerara and Trinidad to be ports of call each trip, and other islands less frequently as may be arranged.	Every 6 weeks...	Within 2 months, with steamer, as near Government regulations as can be obtained; new boat, or such as contracted for.	2,000	24,000
18	do ..	C	do ..	Monthly.	With all possible haste; not less than 1 year.	4,000	48,000
19	J. A. VanWart, for self and associates, Fredericton, N.B.	C	St. John *viâ* Yarmouth.	do	Within 6 months..	4,500 a trip.	54,000
20	do ..	C	do ..	do	do ..	3,500 a trip.	42,000
21	C. Furness (England) per Schofield & Co., St. John, N.B.	C	St. John *viâ* Yarmouth. *See* remarks.	12 round voyages in each year.	Until ss. built by Rollo (1,022 tons), and Orlando (997), or by Belair (872), and Cipero (866), all about 10 knots.	.....	50,000
22	H. F. Coombs, for self and others, St. John, N.B.	C	St. John, N.B., *viâ* Yarmouth, to places named in advertisement.	Once a month....	Within 6 months from acceptance of tender.	.....	50,000
23	do ..	C	do ..	do ..	do ..	.....	62,500
24	do ..	C	St. John *viâ* Trinidad to Demerara, calling at Jamaica, Barbadoes and Trinidad, going and return, and, if allowed, to call at Boston.	do ..	do ..	.....	25,000
25	do ..	C	do ..	do ..	do ..	.....	31,250
26	do ..	C	do ..	do ..	do ..	.....	20,000
27	do ..	C	do ..	do ..	do ..	.....	25,000
28	Joseph Wood, Halifax.	C	St. John and Halifax to Bermuda, Martinique, Trinidad and Demerara, calling at immediate islands when sufficient encouragement offers, and returning from Demerara, Trinidad and Barbadoes to Halifax and St. John.	10 round trips each year.	Steamer to be built and to be ready by September, 1890.	At rate of $2,000 for each round trip.	

NOTES.—Contracts for five years in each case except where specially mentioned. Service to be from port named in Canada to ports in West Indies, as named in advertisement, unless otherwise stated. No tender received for Route D.

31ST AUGUST, 1889—*Concluded.*

Steamers.			First-class Passenger Accommodation.	Remarks.
Name.	Tonnage.	Speed		
		Knots		
2 steamships.....	About 750 net.	11	30	Tender No. 6, P. & B.
1 steamship.....	1,000 net.	12	30	do 7 do
2 steamships....	1,000 net.	12	30	do 8 do
Steamship..	1,000	12	30	Yearly sums not named.
do	500	10	.....	
Two first-class iron or steel ss. to be built for service, and to be ready by next autumn.	About $1,100 each, net.	12 to 13	50 (first and second) besides about 2,000 tons of cargo.	Steamship to go to Yarmouth after landing mails, &c., at St. John, and return to St. John before sailing on next voyage ; subsidy payable monthly on completion of a voyage, with proportionate allowance for part of a voyage if ss. lost ; estimated cost of steamers, £50,000 stg. each.
Steamers..... ...	As in advertisement.	10	As in advertisement.	Figures given for a 10-knot service.
do	do ..	12	do ..	25 per cent. to be added for a 12-knot service.
do	do ..	10	do ..	Turk's Island may be substituted for Jamaica as a port of call.
do	do ..	12	do ..	do do
do	do ..	10	do ..	do do
do	do ..	12	do ..	do do
First-class steamers to be built in Scotland.	$700 to $800	12	30	Tender subject to reply by 20th September, 1889.

ROUTE D.—From Halifax or St. John to Buenos Ayres and return, calling at Pernambuco, Bahia, Rio Janeiro and Monte Video, and such other convenient ports *en route*, either in the West Indies or South America, as may be agreed upon in the interest of trade.