

GUY TOMBS LIMITED

Our Early Years



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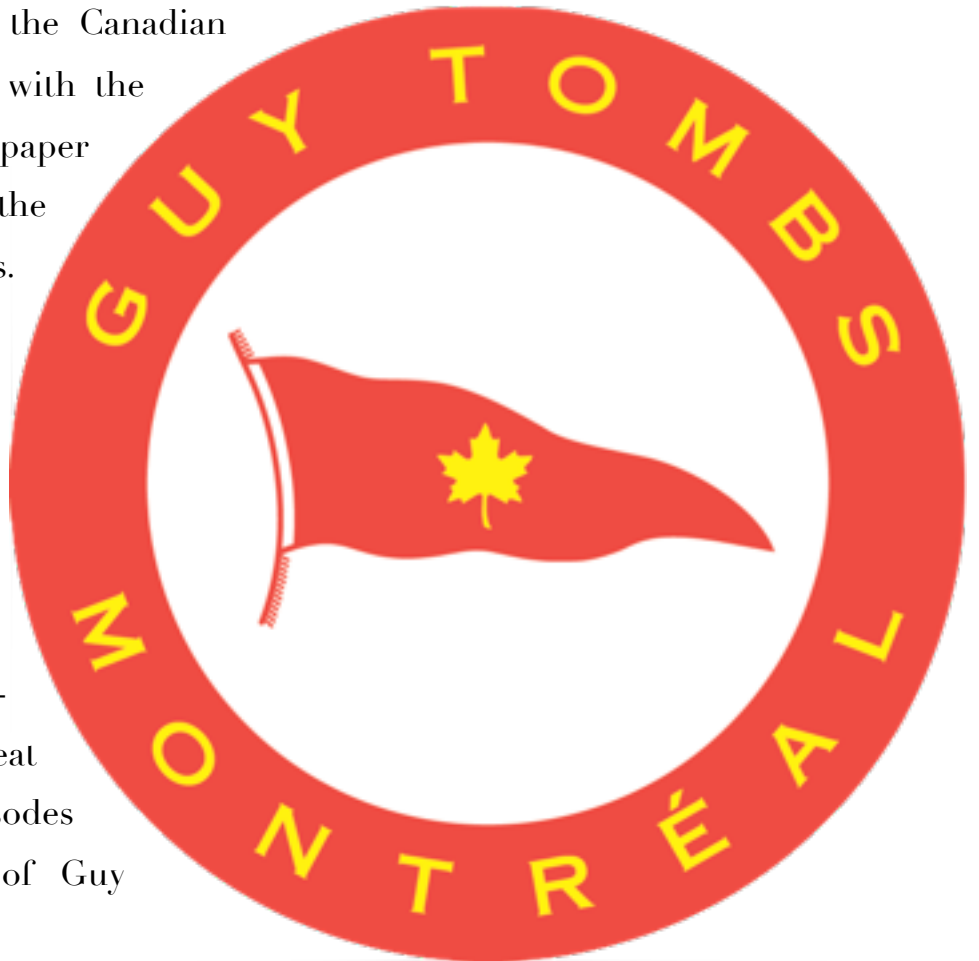
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Preface

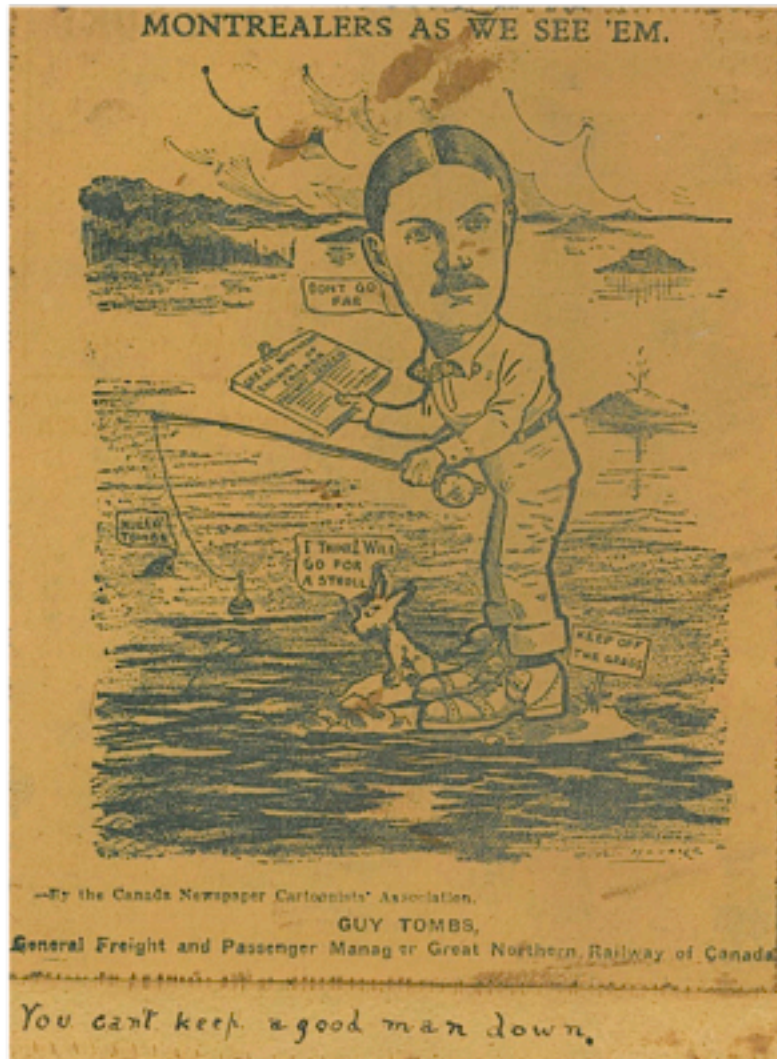
So much has changed since we first opened our doors on December 1st, 1921. Guy Tombs Limited initially grew out of the Canadian Pulp and Paper industry, with the sole intention of sending paper from Eastern Canada to the United States and overseas. Over time, our company grew into a “Trade, Transport & Travel” business. The founder of Guy Tombs Limited, Mr. Guy Tombs himself, as well as his son, Dr. Laurence C. Tombs, were great raconteurs. Here are episodes from the early history of Guy Tombs Limited.



Our Origins with the Canadian Export Paper Company Limited

Guy Tombs joined the Canadian Pacific Railway in 1894 and was later a Canadian Northern Railway official. He became General Traffic Manager of the Canadian Export Paper Company Limited in 1919. This position led to the founding of Guy Tombs Limited in 1921, an independent firm set up to provide the pulp and paper industry with an efficient and reliable shipping service to their expanding market. In fact, members of the original staff of Guy Tombs Limited were mostly from the traffic department of the Canadian Export Paper Company Limited. Our original clients were the major Quebec pulp and paper companies. For many years, Guy Tombs Limited was doubtless the foremost pulp and paper shipping firm in Eastern Canada.

Cartoon portraying Guy Tombs as a young man in 1904. He was then 27.



The Chambly Canal

The route from the Richelieu River down to Lake Champlain and beyond can be dangerous around the Chambly Rapids (see map below). The Chambly Canal was completed in 1843, giving merchant ships a safer way to travel to and from locations such as New York City.



Guy Tombs was very much involved with the commercialization of the Chambly Canal from the 1930's to the early 1960's. He even named a motor vessel after his wife (see below)! Here is an excerpt from Guy Tombs' "25th Anniversary (1921-1946) : Guy Tombs Limited".

"The Chambly Canal Centenary (1843-1943) was a celebration promoted and largely financed by the Company. This useful 12 mile (19 km) canal, originally of 6 ½ feet (2 m) draft, and practically unchanged, could serve great industrial Canada in war-time and in peace as it served the struggling pre-Confederation Canada of a century ago."

“The antiquated stretch between Chambly and St. Johns is the governing link in this neglected inland waterway between Montreal, other ports on the St. Lawrence and the Ottawa Rivers, and the great markets of New York and points on Lake Champlain and on the Hudson River now regularly served for some years chiefly through the initiative of Guy Tombs Limited by seven self-propelled motor vessels. These are the M.V. “A.C.D.”, “G.D.D.”, “G.T.D.”, “Donpaco”, “Kermic” and “Newscarrier” out of Donnacona, with newsprint from the Donnacona Paper



The M.V. *Ethel Tombs*

Company for New York and Newark and M.V. “International 1” from the Canadian International Paper Company’s Gatineau mill to New York. This last vessel, re-named the “M.V. Ethel Tombs” [right], was recently purchased by Guy Tombs Marine Services Limited, but will continue in the same service. These vessels carry 230 short tons (210 metric tons) of newsprint paper on a governing depth of 6 ½ feet (2m) shortbound.”



The Guy Tombs Building on Beaver Hall Hill —
This was the main office of Guy Tombs Limited
from 1953 until 2001.

How IATA Began With Us

International Air Transport Association

In 1919, the “first” IATA was founded. Its prime intention was to set standards for international air traffic, drawing on the cooperation of member airlines around the world. It was a successful institution, especially in Europe, until the beginning of the Second World War. During the latter part of World War Two, IATA 2.0 began. It re-



Guy Tombs Limited's logo from 1951

started with planning meetings around the world, a key one being in Havana, Cuba in April 1945. It was decided that the headquarters would be in Montreal, for “ease of communication with ICAO¹”, which is based in the same city. L.C. Tombs, the son of Guy Tombs, was the first employee of the new IATA, and the company provided temporary quarters for IATA in the Guy Tombs Building on Beaver Hall Hill.

¹ The **I**nternational **C**ivil **A**viation **O**rganization; also headquartered in Montreal, Quebec.

Guy Tombs Limited and the War

Guy Tombs Limited was founded three years after the end of the First World War and survived the Great Depression. Company records show that, despite difficult times, Guy Tombs Limited failed to give out annual bonuses just six times between 1921 and 1946! During the Second World War, several staffmembers joined Canada's fighting forces (see below). J.G. Alcock and L.J. Hallsworth later became Presidents of Guy Tombs Limited.

After WWII, the Company, as Canadian shipping agents for the UN, transported UNRRA (United Nations Relief and Rehabilitation Administration) shipments all around the world to provide relief to those in devastated countries. The Company was also the shipping agent for the Netherlands Purchasing Commission, playing a similar role in Canada's relief shipments to Holland.

In Memoriam



Trooper F. H. THOMAS
6th Duke of Connaught's
Royal Canadian Hussars,
died in Italy June 21, 1944.



FOR KING AND COUNTRY
MEMBERS OF
Guy Tombs Limited
WHO HAVE VOLUNTEERED FOR ACTIVE SERVICE
->>>>> WITH <<<<<<<
CANADA'S FIGHTING FORCES

D. S. NICHOLLS	• E. de BARTOK
J. G. ALCOCK	• F. H. THOMAS
L. J. HALLSWORTH	R. B. McLAREN
J. F. SIMPSON	W. S. BRAY
Miss M. HUNT	W. B. McDONOUGH
L. E. CARDWELL	W. G. GORDON
N. N. MOSKALUK	G. H. PROZESKY



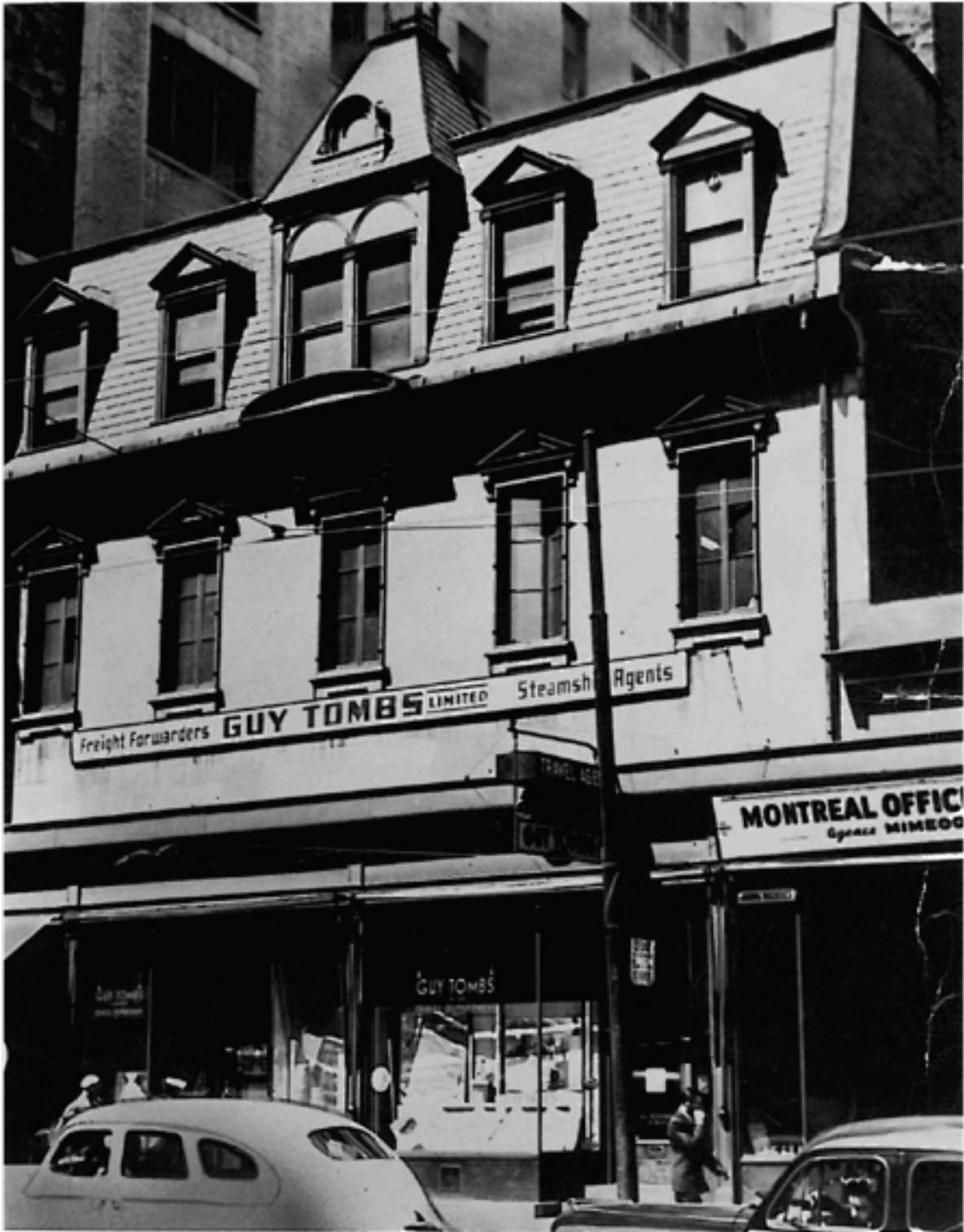
In Memoriam



P/O ERNEST ARON DE BARTOK, R.C.A.F.
killed over France
September 20, 1942.

"Their name liveth for evermore!"

*Guy Tombs Limited
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Guy Tombs quarters on Beaver Hall Hill, in Montreal until 1953