

Nautical Times



Newsletter of the Canadian Inland Waterways Study Group
British North America Philatelic Society

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Editor: Bob Parsons

4 Freeman Road, Markham, ON L3P 4G1

Phone: (905) 294-0984 E-mail: kparsons@sympatico.ca

Treasurer: Michael Reid

Box 283, Schomberg, ON L0G 1T0

Phone: (905) 939-7335



All the Best



in Year 2000

I managed to get a couple of weeks off work over the Holidays. I hope all of you had a nice Xmas and New Year. Optimistic as ever, I thought I would bash this newsletter off while loafing about the house over the Holidays. In my dreams.

As promised, this issue features a number of Lake Erie covers, perhaps one of the scarcer areas to find any kind of ship mail. Bruce Graham and Bill Walton responded to items 17 and 18 in the last newsletter and sent in lots of material on the Sault Ship Canal and other shoreside markings. This issue deals with the Sault Ship Canal handstamps, and will conclude with the other shoreside markings in the March newsletter. As well, I intend to tabulate the different markings, by type, EKD, LKD, etc.

I would like to begin categorizing the handstamps of the Clarke Steamship Company. This should include, as well as ship markings, the more traditional Quebec – North Shore markings. This is a much-neglected area; so if you have material from this company, please send copies along. Target the June issue to begin showing this material.

Kevin O'Reilly is the newest member of our group, and I inadvertently left his name off the member list in the last newsletter. Kevin's collecting interests lean toward the Northern areas; Labrador, the NWT, Yukon, etc. I also know Kevin has Clarke Steamships material. Kevin's mailing address is: -

Kevin O'Reilly
Box 444
Yellowknife, NT
X1A 2N3

I received a letter in December from the executive of the newest BNAPS study group, asking me to put in a plug for this new Group. It is the Canadian Precancel Study Group, and its newsletter is called *PRECANCELS CANADA*. If you are a collector of this area of Canadian philately, and would like more info about this Study Group, please contact one of the following: -

Andy Ellwood - Chairperson
Duncan MacDonald - Secretary/Treasurer & Webmaster (duncan@camacdonald.com)
Larry Goldberg – Editor (editor@kg6.com)

The cover page for this issue illustrates the “awaiting of the Opening of Navigation at Sault Ste. Marie”, kindly sent in by Bruce Graham.

Item 28. Response to Item 10 Steamer *City of Winnipeg*

Browsing through past issues of the PHSC Journal several weeks ago, I turned up this follow-on to Item number 10, Steamer *City of Winnipeg*, in PHSC Journal 96. Entitled *Mail Steamer Tragedies on the Great Lakes*, the authors, Andrea Matthews and R.B. Winmill presented letters from the P.O. Inspector related to the wreck of the steamer *City of Winnipeg* in 1881, and the wreck of the steamer *Manitoulin* in 1882.

M. Sweetnam
The Hon: The Postmaster General
Ottawa

Destruction of the City of Winnipeg steamer 18 July 81 by fire, Collingwood and Lake Superior Line.

Post Office Department, Canada

Post Office Inspector's Office,
(West Toronto Division)
Toronto, Ont., 9th Aug 1881.

No 177

Sir,

I am to state that on the morning of the 18th ulto, the steamer City of Winnipeg, one of the Collingwood and Lake Superior Mail Steamers was burned at Duluth U.S. The fire was discovered between 2 and 3 A.M., and there was little time to remove anything from the boat. The passengers had barely time to escape and four of the crew were lost.

There were at the time three mail bags on board as follows:-

1. Thunder Bay for Duluth,
2. Silver Islet for Duluth, and
3. Thunder Bay for Winnipeg

There was no registered matter contained in these mails, but I am informed that there were a considerable number of ordinary letters. I have not heard that any of the letters contained anything of value. -

I have the Honor to be, Sir,
Your Most Obed Servant
(Signed) M. Sweetnam
P. O. Inspector

M. Sweetnam
The Honble The Postmaster General
Ottawa

Further report re loss of mail by the burning of the steamer City of Winnipeg of the Collingwood and Lake Superior Line.

Post Office Department, Canada
Post Office Inspector's Office,
(West Toronto Division)
Toronto, Ont. 2nd September 1881.

Sir, -

Since sending my report No 177, dated the 9th ultimo, with respect to the burning of the steamer City of Winnipeg, of the Collingwood & Lake Superior Line at Duluth, United States, I find that the mail from Silver Islet, Canada of the 17th July for Duluth, U.S. was also destroyed. The package contained from ten to fifteen ordinary letters and one registered letter, No. 366, addressed to

J.F. Symons
Lisden P.O.
Iowa Co.
Wisconsin, U.S.

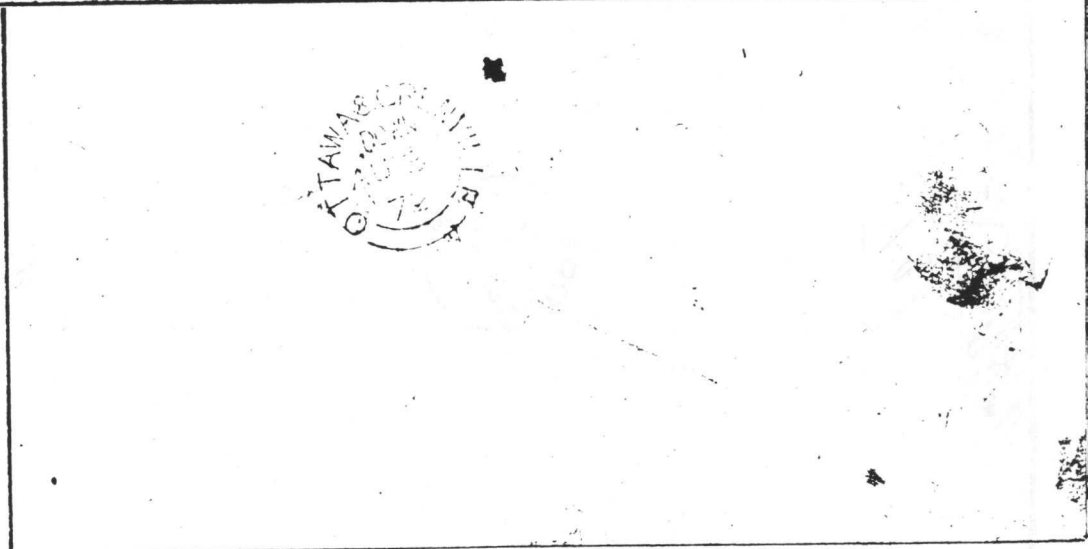
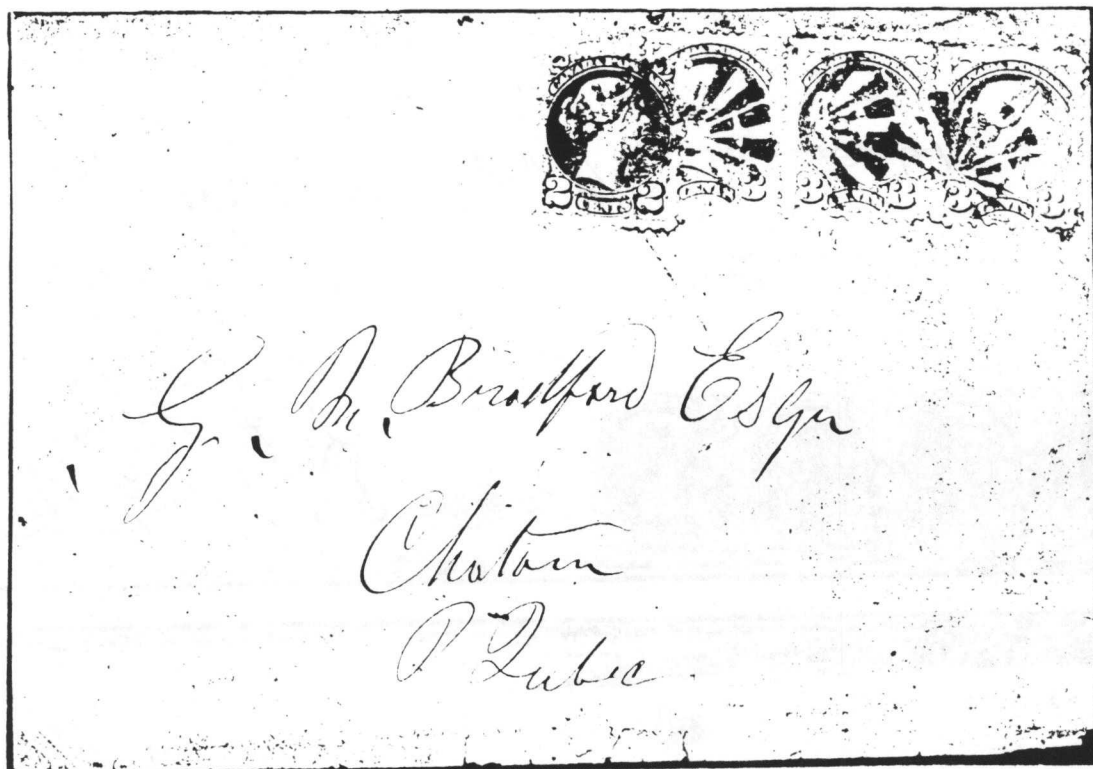
The postmaster at Silver Islet informs me that the letter in question was posted in Cornwall England, and was directed to Silver Islet, but that at the request of the addressee it was re-directed and forwarded to Lisden, Wis., U.S. as above mentioned. The postmaster adds, "I do not think that the letter contained any bills, and probably nothing of value."

I have the Honor to be, Sir,
Your Most Obed Servant
(Signed) M. Sweetnam
P.O. Inspector

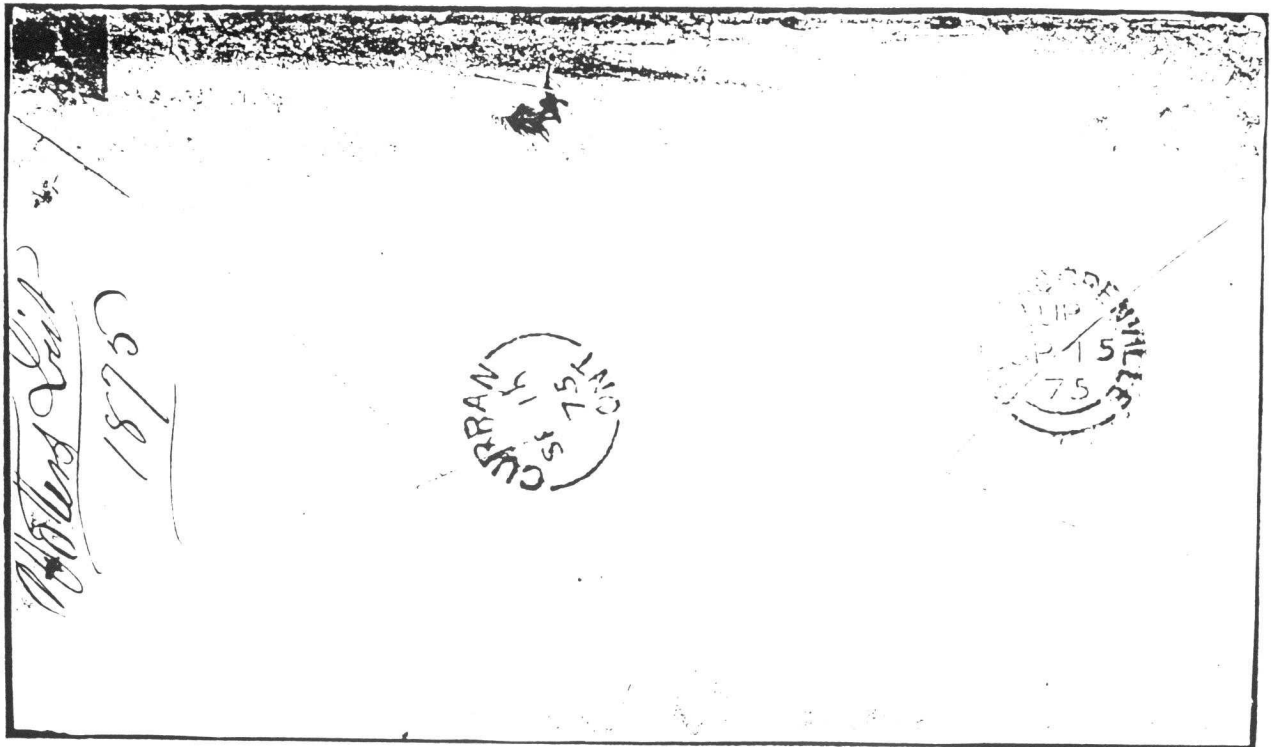
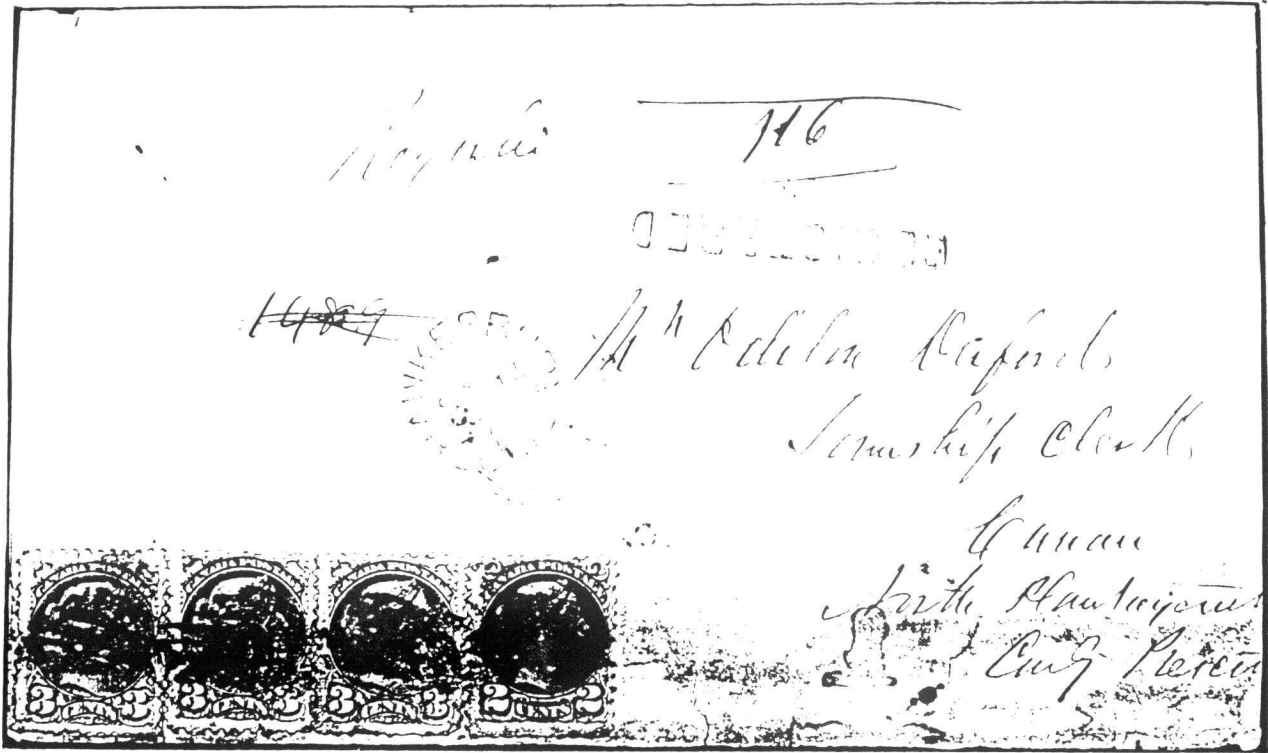
Reference: - National Archives, Record Group 3, v. 109, file 1881/177, reel T-2270

Item 29. Ottawa & Grenville – Small split-ring datestamp

Peter McCarthy, a member of the R.P.O. study group, sent in the following two covers illustrating the small, and last, Ottawa & Grenville handstamp (O-226). This cancellation was used on board a steamer of the Ottawa River Navigation Company prior to the construction of the Quebec, Montreal, Ottawa & Occidental Railway in 1877. The first item (below) is dated AU 31, 1872, and it extended the known period of use, which had previously been reported as the year 1878 only.



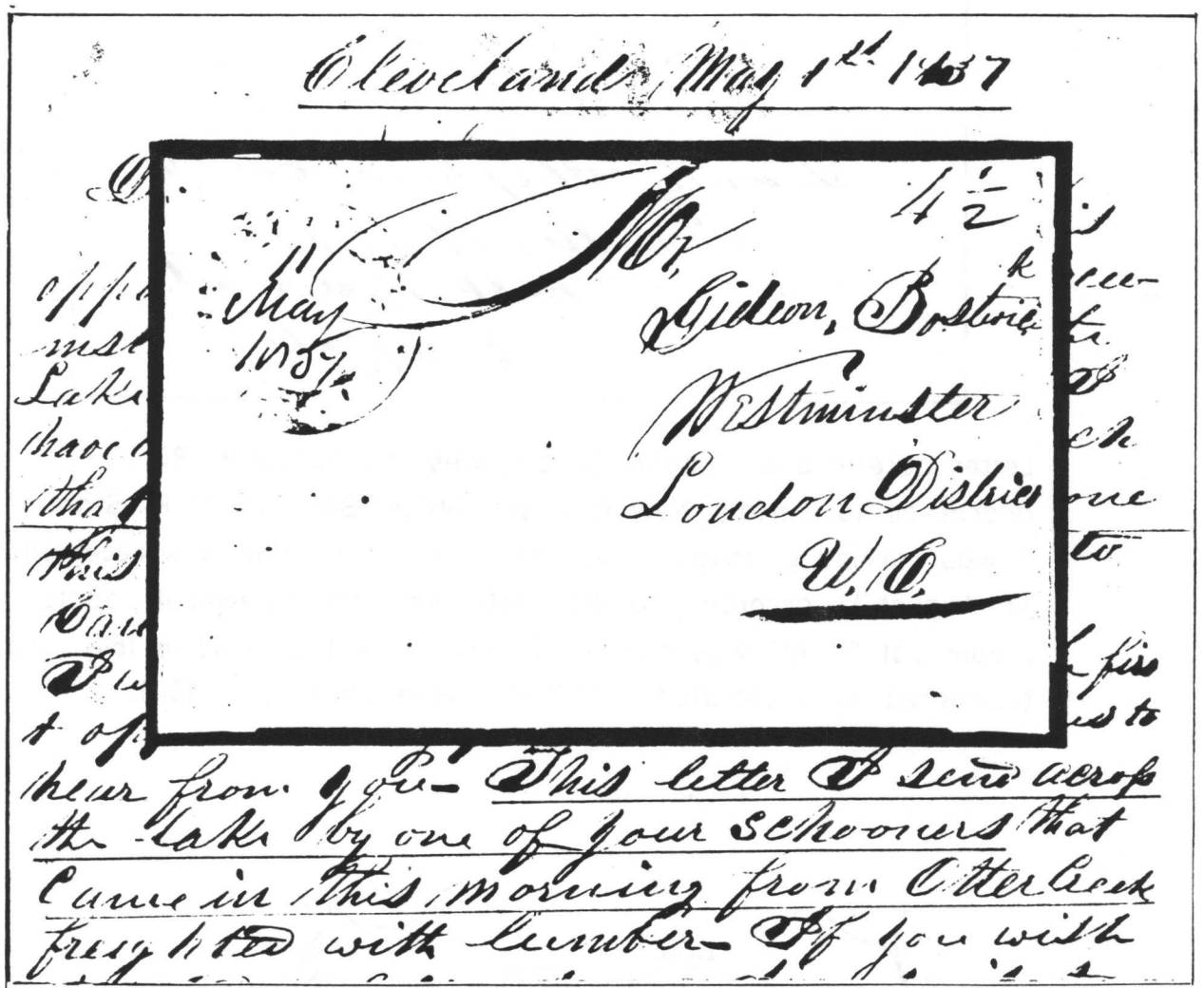
The second example, a registered letter, was posted at Hawkesbury on SP 15, 1875. Processed by the Steamboat mail clerk the same day.



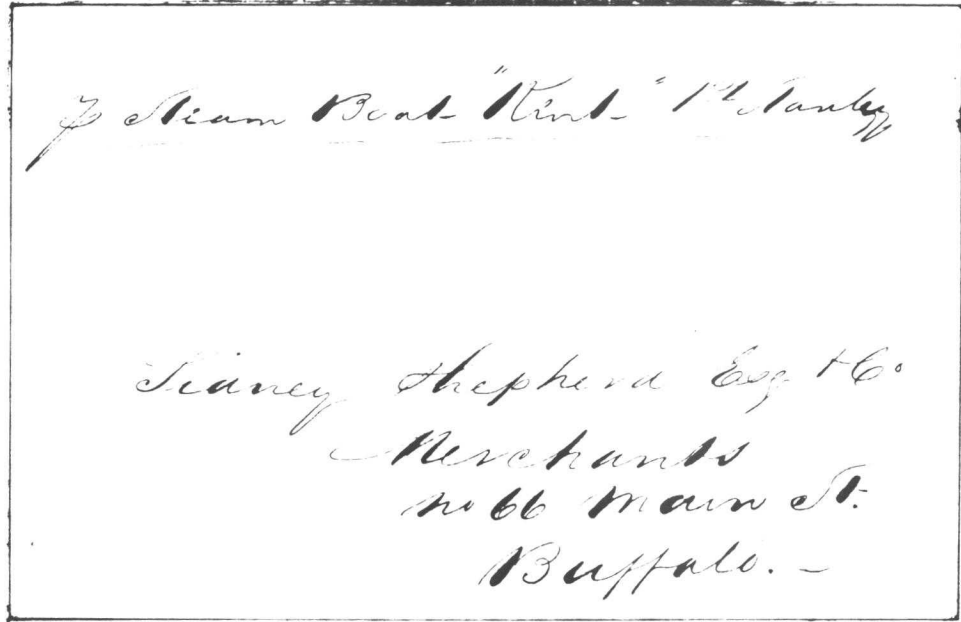
I have often said that mail from Lake Erie, particularly the steamboat variety, is very scarce. So it was a great pleasure to see and write up the *Steamer Kent* for PHSC #95, courtesy of Bob Smith. Here then is presented a gallery of covers with a Lake Erie connection. The first three were sent in by Bob Smith.

Item 30. Lake Erie – Cross-lake by schooner, 1837

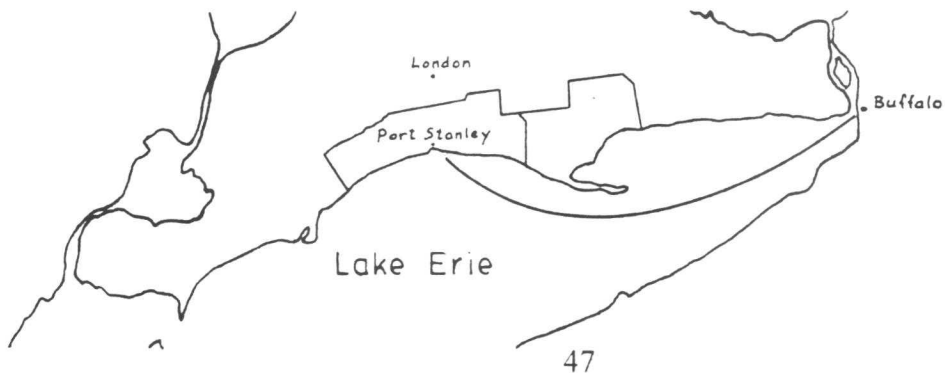
This letter was written at Cleveland on May 1, 1837, and was carried across the Lake to Port Stanley, U.C., where it entered the Canada mails. The writer notes: - "*This letter I send across the Lake by one of your schooners that came in this morning from Otter Creek freighter with lumber.*"



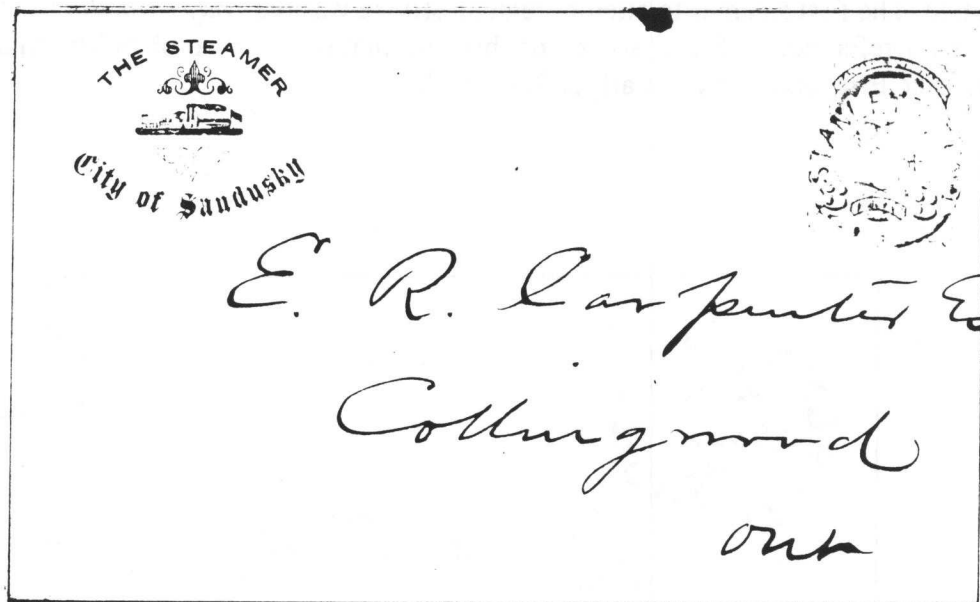
PORT STANLEY - steamboat letter



Letter datelined at London, Canada West on August 8, 1844, and addressed to Buffalo, New York 'per Steam Boat "Kent" Pt Stanley'. It was carried by favour over the entire route, and was received on August 12, according to the docketing. The sidewheel paddle steamboat "Kent" was built at Chatham (Kent County) in 1841, and foundered in a collision off Point Pelee in August 1845.



PORT STANLEY - split circle

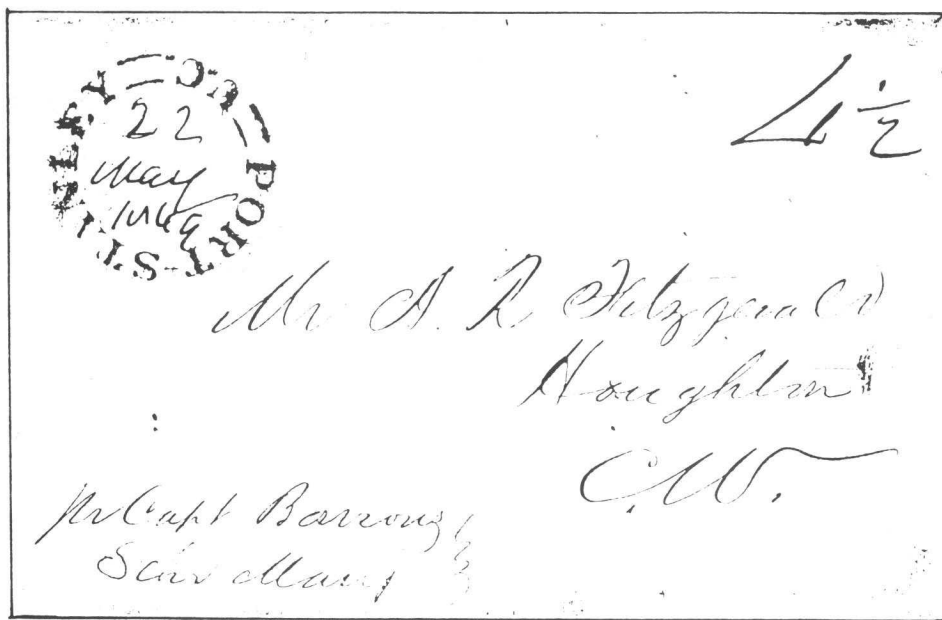


Corner card of the steamer CITY OF SANDUSKY, mailed in Port Stanley on May 22, 1874, with a 3¢ Small Queen cancelled by one strike of the 20.5 mm PORT-STANLEY / ONT. split circle. No other postal markings appear on this cover.

The CITY OF SANDUSKY (official number 61158) was a wooden side-wheel paddle steamer built in Sandusky, Ohio in 1866. This ship was first registered in Canada on March 11, 1873 by owner Isaac May of Keswick, Ont. Her length was 171 feet and her beam was 24.5 feet; she had a draft of 9 feet and a gross tonnage of 606. She was burned to the waterline on March 24, 1876 at Port Stanley with a loss estimated at \$40,000. [Source: Ships Register, Montreal, 1873; RG 42, v. 322, p. 85].

Item 33. Lake Erie – Schooner Mary, 1849

This next Lake Erie item was sent in by Bruce Graham. It is postmarked at Port Stanley, 22 May 1849, and is endorsed “*per Capt. Barrow Schr Mary*”. It is backstamped Vittoria MAY 22 1849 and Houghton MY 23 1849. Bruce has been able to track down some information about this vessel from a 3-volume history of Elgin County by Hugh Sims. Sims’ history notes “The first Ohio to Port Stanley service began in 1850 by the schooner *Mary*, which operated weekly when the weather permitted. The first steamer to attempt regular service was the *Lady Franklin* in 1871.” Bruce reports there is no reference to Sims’ source of this information. In all probability, this letter was carried across Lake Erie, entering the mails at Port Stanley.

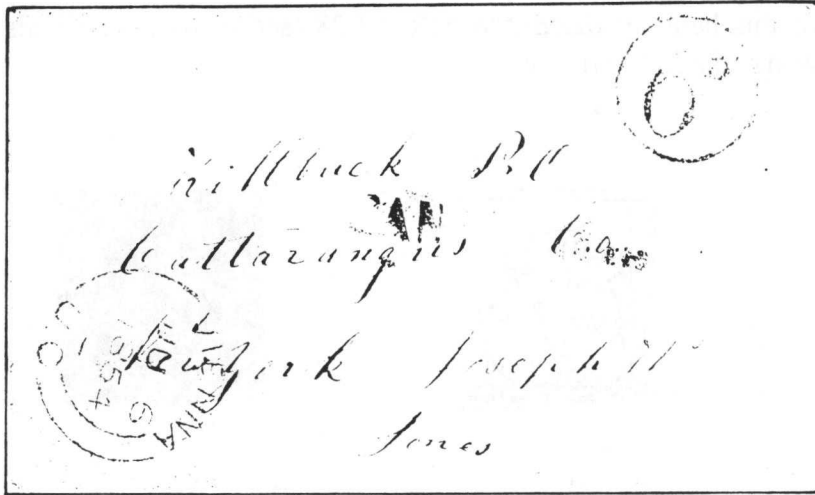


Item 34. Lake Erie – Crossborder

Bruce also sent in the following cover, which may have traveled on the Pt. Burwell and Buffalo route. It is postmarked at Vienna, U.C. on JU 6 1854 and rated 6 pence to go to Killbuck, New York, about 60 miles south of Buffalo. It also has a light blue strike of the CANADA 10 Cts. cross-border handstamp. It is backstamped at Pt. Burwell. Again, the Elgin County history provides some useful information.

W.J. Hayward started the Vienna and Port Burwell Stage Line with service three times daily in 1848, or so. It enabled people to catch the steamer *Telegraph* out of Pt. Burwell to go to Cleveland. It was commanded by Captain R. Barrow. Later, Captain Hollywood operated his steamer *Mohawk* out of Port Burwell taking passengers and mail to Buffalo, Port Rowan, Port Dover and Port Stanley.

From a contemporary advertising sheet (see PHSC Journal 83, the *Ploughboy*), we learn this Lake Erie service connected “with a Line of Stages at Port Dover for Simcoe and other parts; at Port Burwell for Vienna, Aylmer and Ingersoll; also at Port Stanley with the St. Thomas and London Stages.”



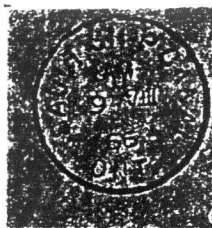
Several years ago I made some notes regarding the Lake Erie service from copies of the Postmaster General’s Reports. These are not complete, but there is enough to state that Post Office contracts were operating on the Port Stanley - Cleveland and Port Stanley - Buffalo routes during the 1850’s. Perhaps someone with access to a complete set of PMG reports can fill in some of the blanks.

PMG Reports

Year	Section	Route	Trips	Cost	Comments
1854	Contracts made	Port Stanley – Cleveland	2 trips/week. Monday and Thursday	£62-10-0	5 th October, 1853 for 4 years
1855	Payments made	Buffalo, Port Stanley, etc.	Season. Park & McLeod	£98-0-0	
1855	Payments	Cleveland and Port Stanley	Season. 2 trips/week. R. Burrows	£62-10-0	
1856	Contracts	Buffalo – Port Stanley	2 trips/week. Monday and Thursday Park & McLeod	£98-0-0	160 miles. Steamer “Ploughboy” Season of 1855 / 1 season.
1857	Contracts	Cleveland, Port Burwell & Port Stanley	2 trips/week Tuesday and Friday R. Barrow	£87-10-0	95 miles. Season of 1856

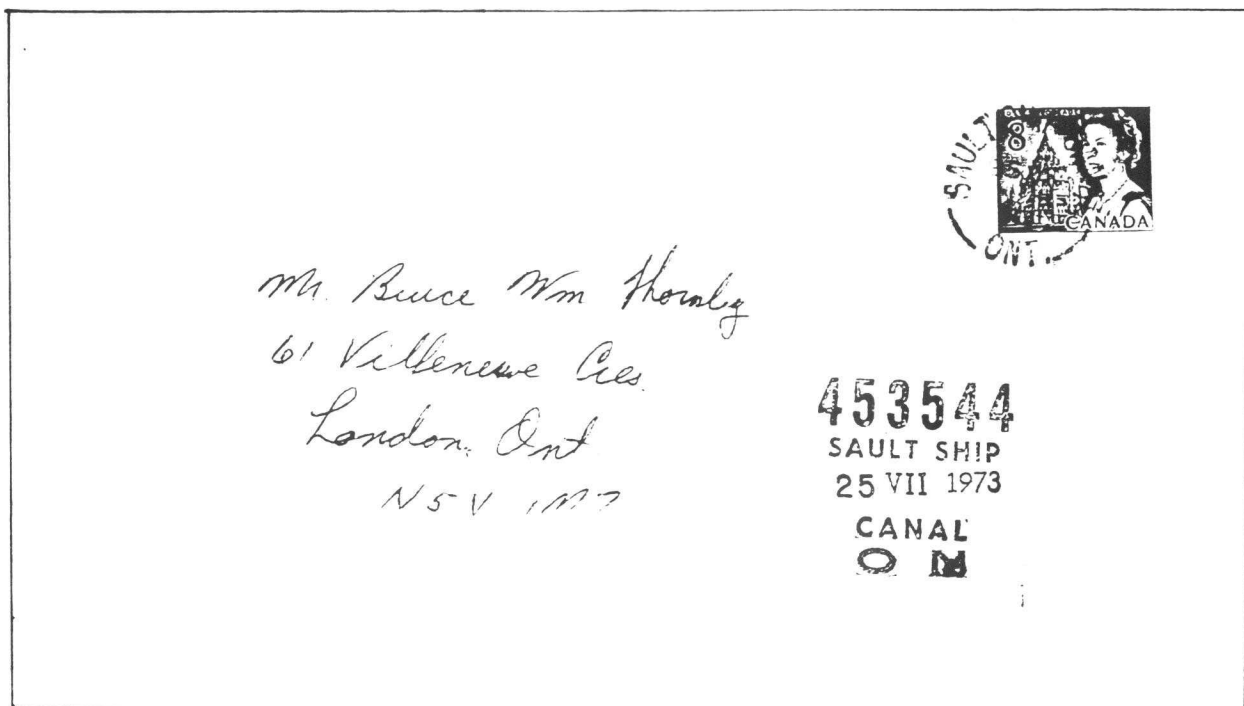
Item 35. Response to Item 17 – Sault Ship Canal

Bruce Graham sent in several items illustrating Sault Ship Canal handstamps. Bruce also wrote about others in his collection that would not photocopy well. First was a SAULT SHIP CANAL / ONT. split ring dated JUL 20, 1909 as a receiver strike on a postcard addressed to a Mr. Junis Mackesey c/o S.S. Midland Prince Soo Locks. The originating office was Sarnia. This pre-dates Bob Smith's strike. Bruce also has a SAULT SHIP CANAL / ONT. c.d.s. AM NO 6 / 10. as well as the cut square of this hammer dated AM MR 2 / 28 (see below). Bruce also provided the other cut square below, dated AM 9 VIII / 66.



Item 36. Sault Ship Canal POCN

Bruce Graham sent in this cover illustrating a nice strike of the Sault Ship Canal POCN (post office computer organization number), dated 25 VII 1973. The cover is also struck with the second Sault Ship Canal split ring dater.

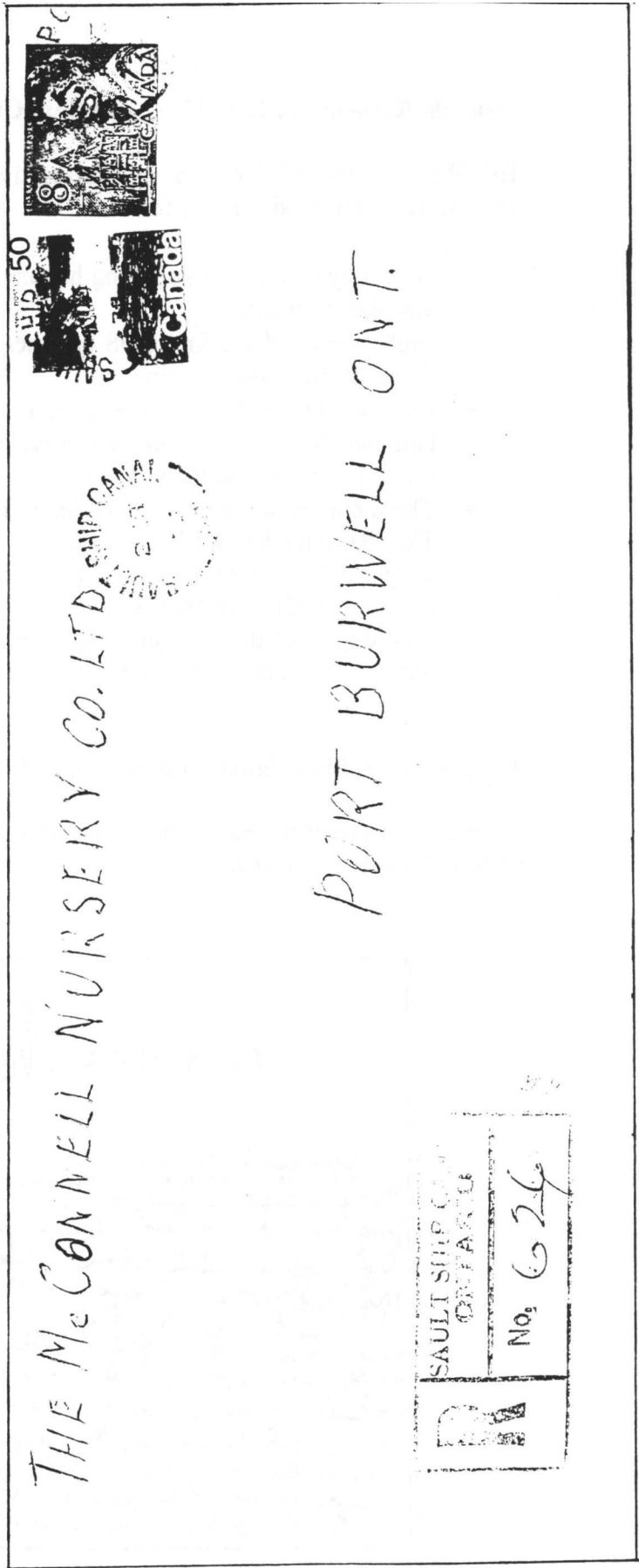


1858	Contracts	Cleveland, Port Burwell & Port Stanley	2 trips/week Richard Barrow		
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Item 37. Sault Ship Canal Registered handstamp

From Bruce comes this fine Sault Ship Canal boxed registration handstamp on a commercial cover to Port Burwell, Ontario. Stamps are cancelled with the Sault Ship Canal split ring, 2 XI 73.



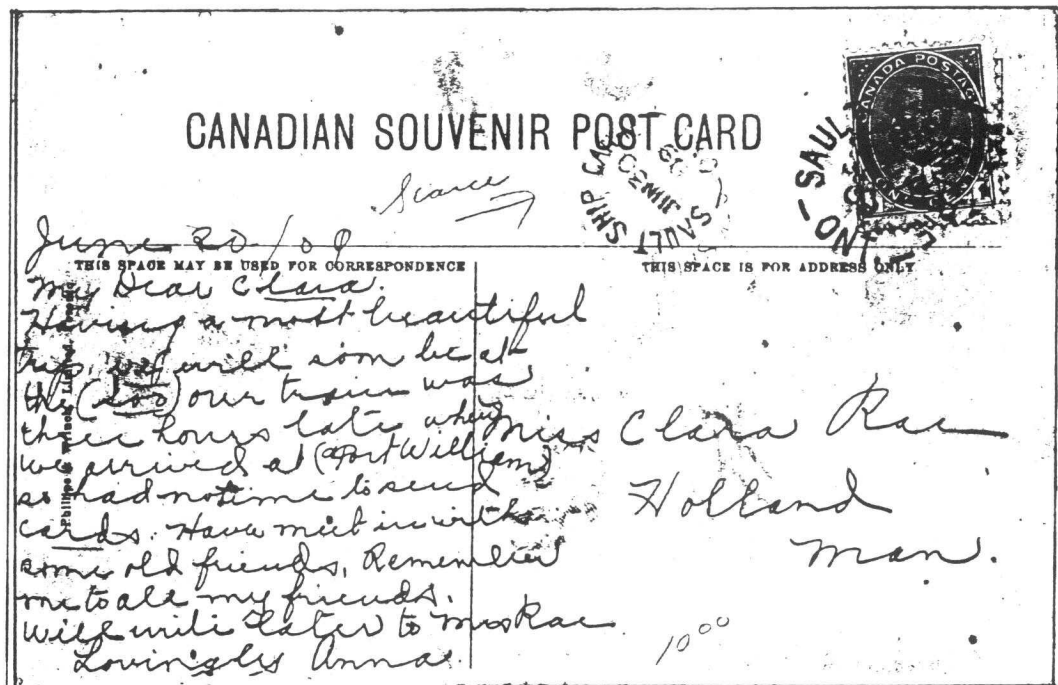
Item 38. Response to Item 17 – Sault Ship Canal

Bill Walton sent in 22 covers illustrating the various Sault Ship Canal split ring and CDS date-stamps. Bill described them as follows:

- One copy of the first split ring hammer. This is dated June 30, 1909, and is thus earlier than any shown to date.
- Eight copies of the first CDS hammer, ranging from November 11, 1909 to April 27, 1929. Some of these are outgoing.
- Eight copies of the 2nd CDS hammer, ranging from Nov. 10, 1941 to Sept. 5, 1951. In this hammer, the letters are taller and wider, and “SAULT SHIP CANAL” extends further down on each side around the year date.
- Three copies of the 3rd CDS hammer, ranging from Dec. 10, 1954 through October 17, 1962. This hammer has letter spacing and size similar to the first CDS hammer, but is clearly different. Most obviously, the center bars on the A’s are now much lower, whereas they were relatively high on the first CDS.
- Two copies of the 2nd split ring hammer, both of which I sent to myself – one in 1977, and one in 1985. The 1985 is a bit later than Graham records.

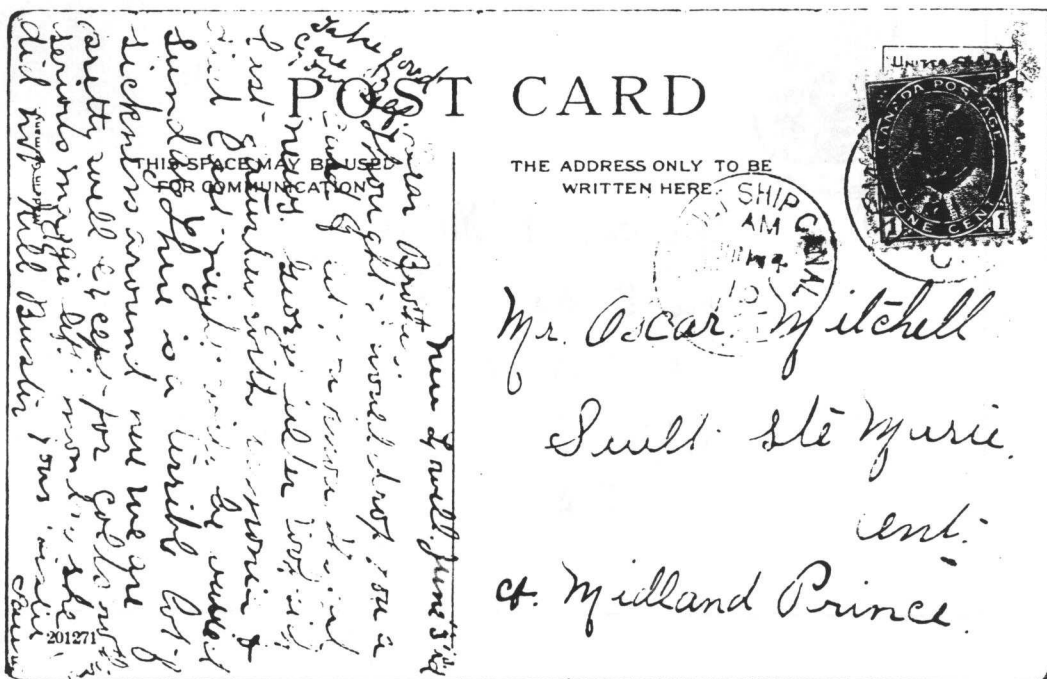
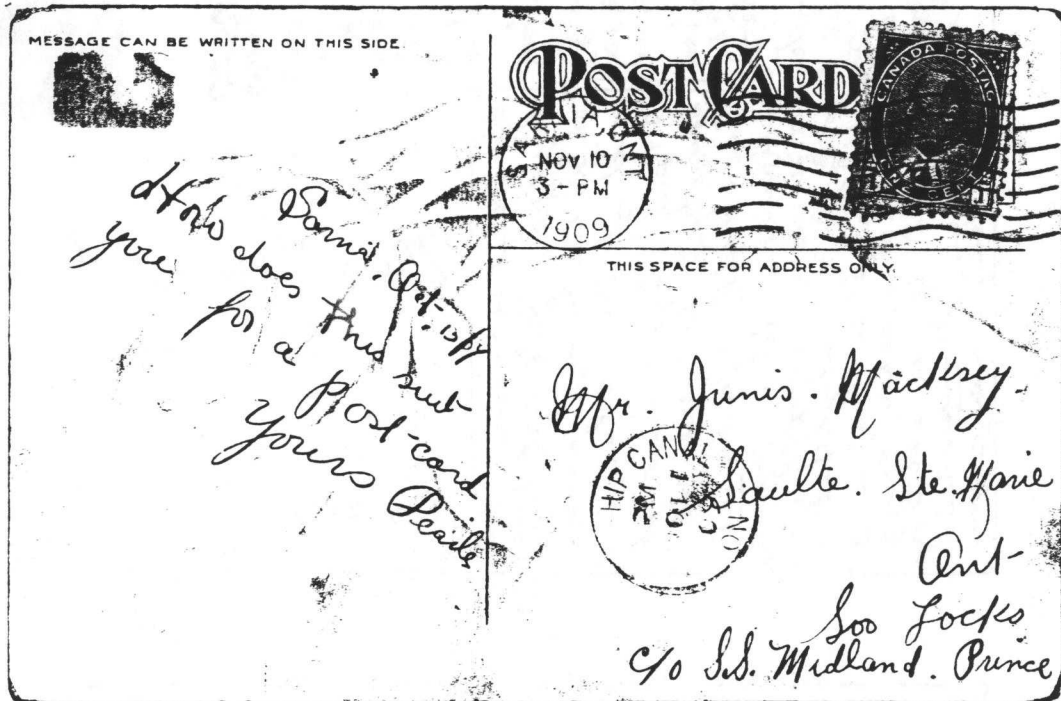
Item 39. Sault Ship Canal – Early strike of the First Split Ring Datestamp

Nice clear strike of the Sault Ship Canal split ring (first hammer) dated JUN 30 / 09. Struck on back of S.S. Assiniboia viewcard.

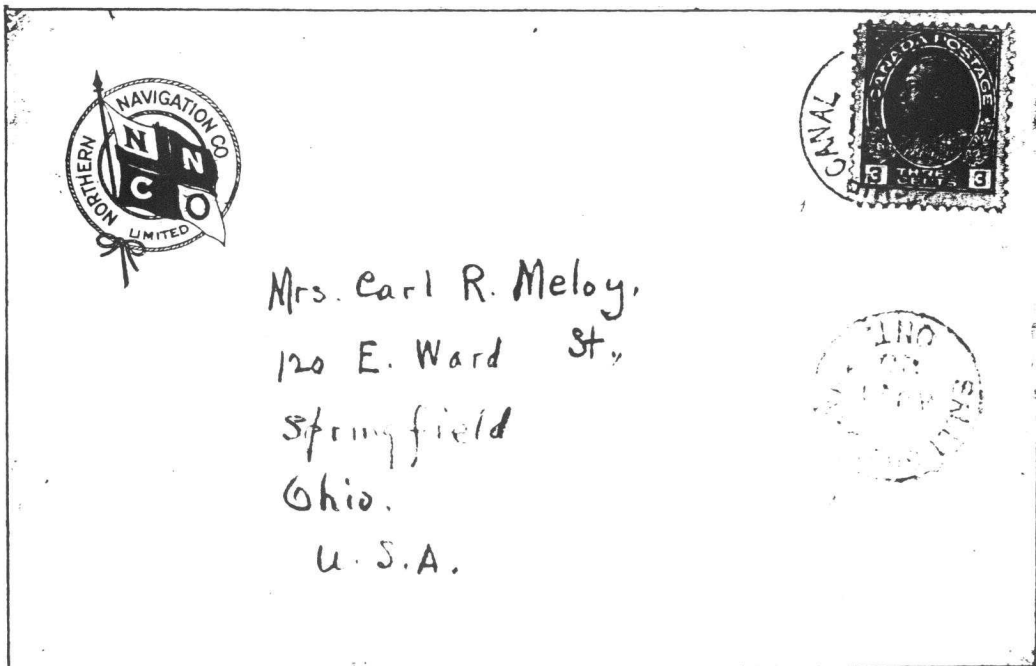
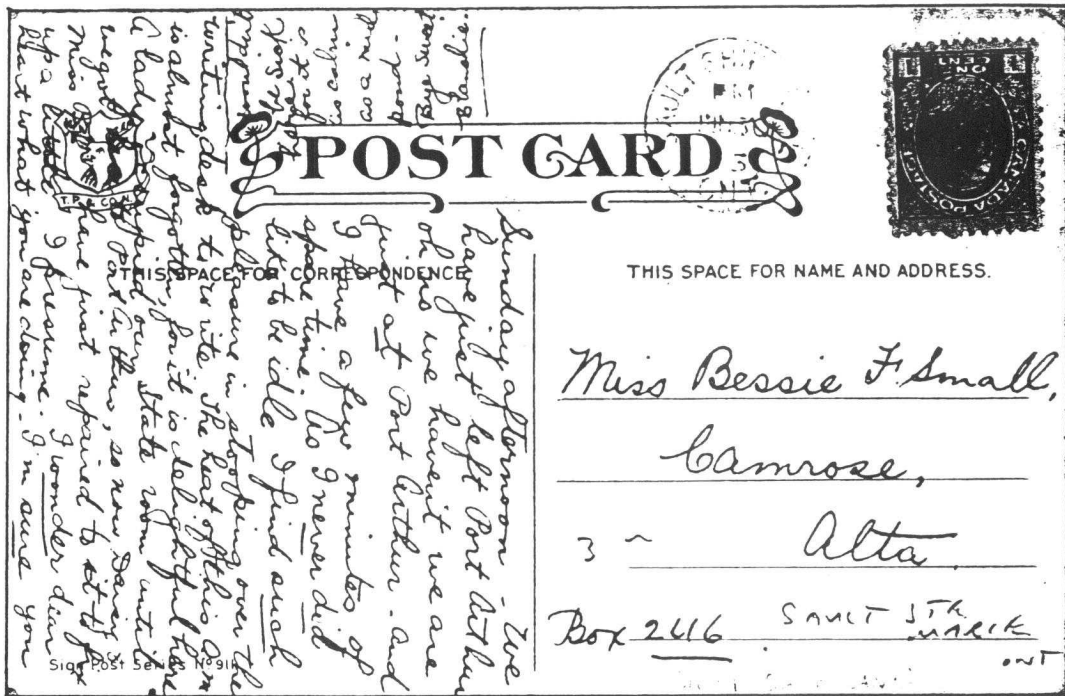


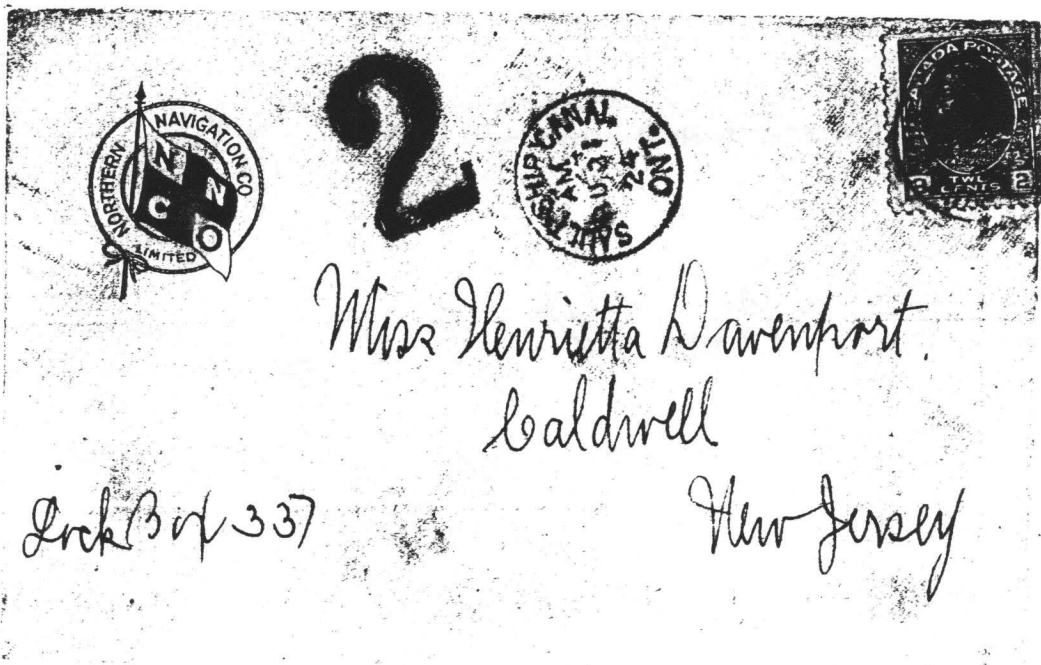
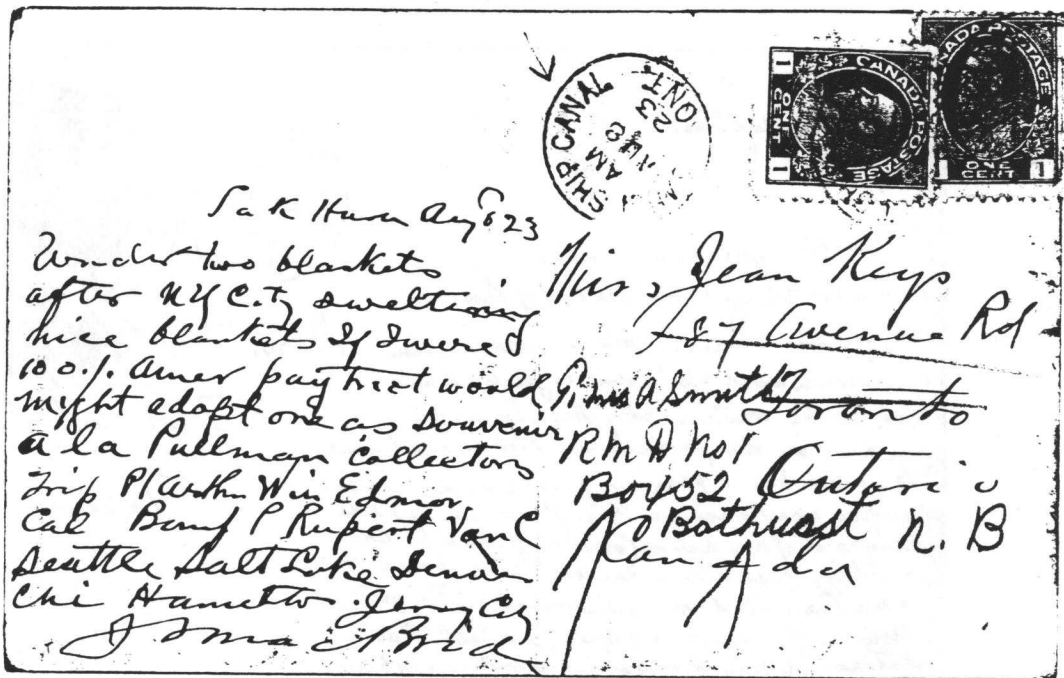
Item 40. Sault Ship Canal – First CDS Datestamp

Two cards addressed to the c/o S.S. *Midland Prince*. Each bears an example of the first Sault Ship Canal CDS. The upper card, posted at Sarnia on NOV 10, is dated at the Sault Ship Canal office on PM / NO 11 / 09, a very early date. (Hammer proofed SP 10 1909). Note that this appears to be same correspondence as Bruce Graham's early split ring. (Item 35). The lower card originated at New Lowell and contains an example of the SOO CDS dated AM / JUN 14 / 10.

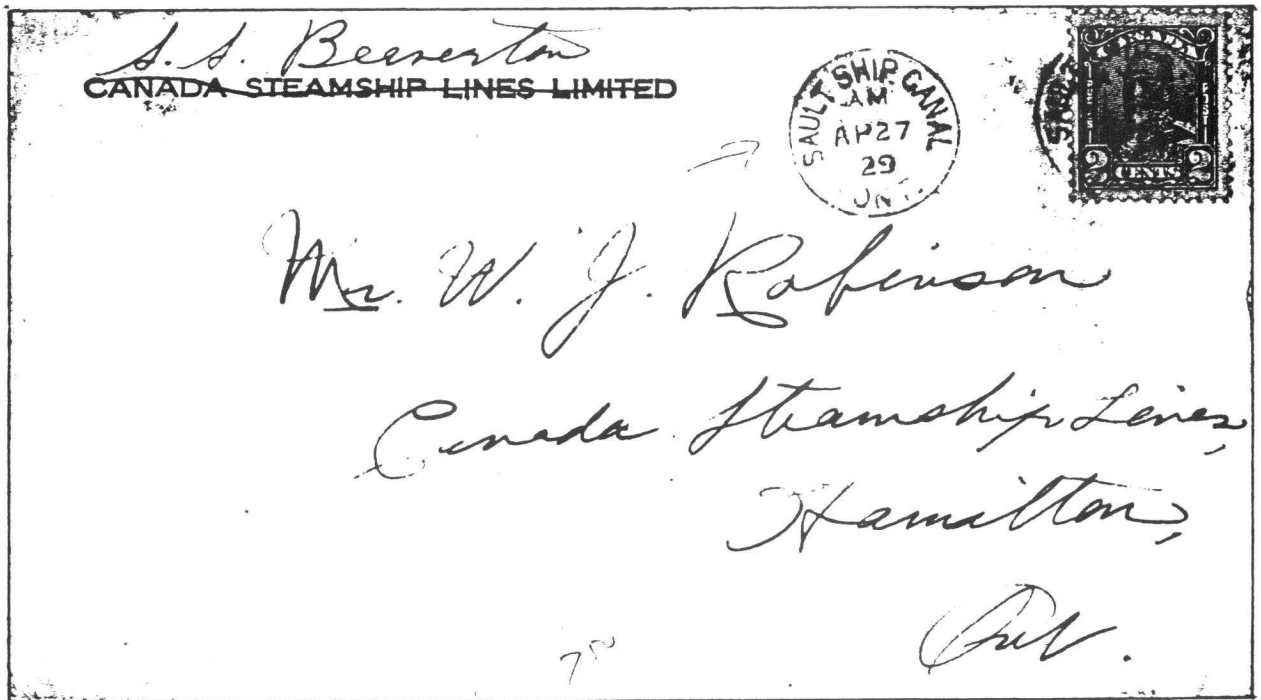
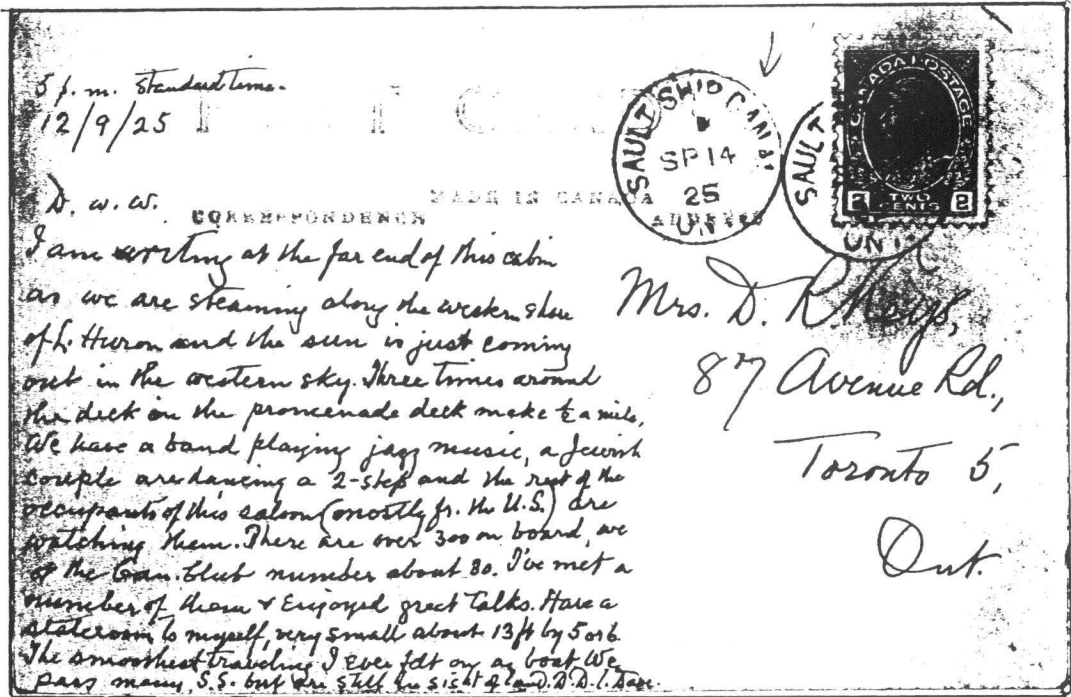


First CDS handstamp, dated PM / JUN 30 / 13 and AU 11 / 20. Note the absence of AM or PM in the lower example.



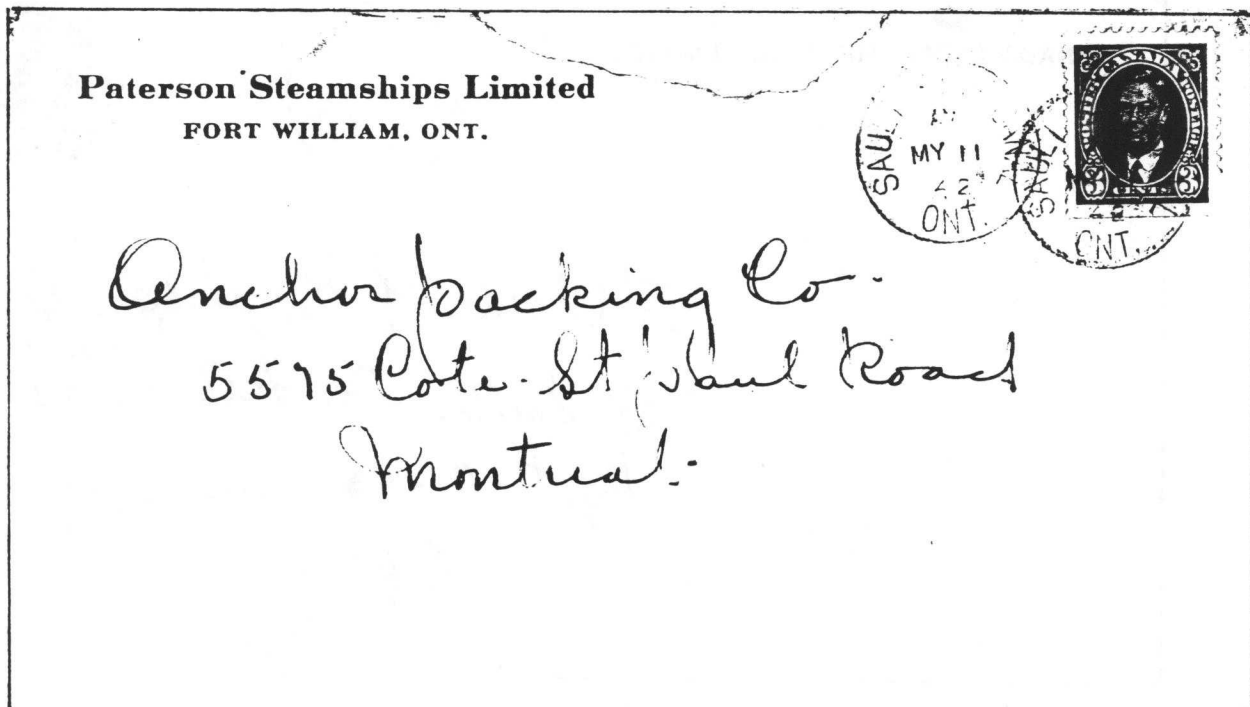
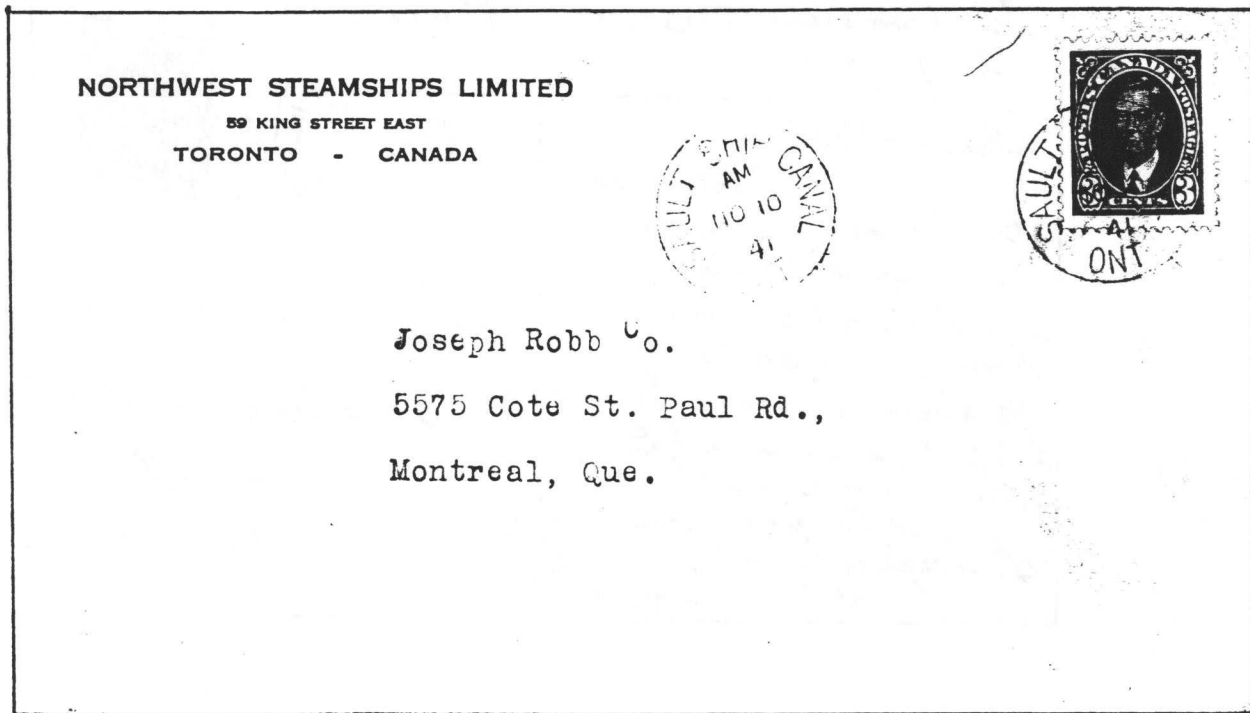


First CDS handstamp, dated ? / SP 14 / 25 and AM / AP 27 / 29. Note the origin of the lower example is the S.S. *Beaverton*.

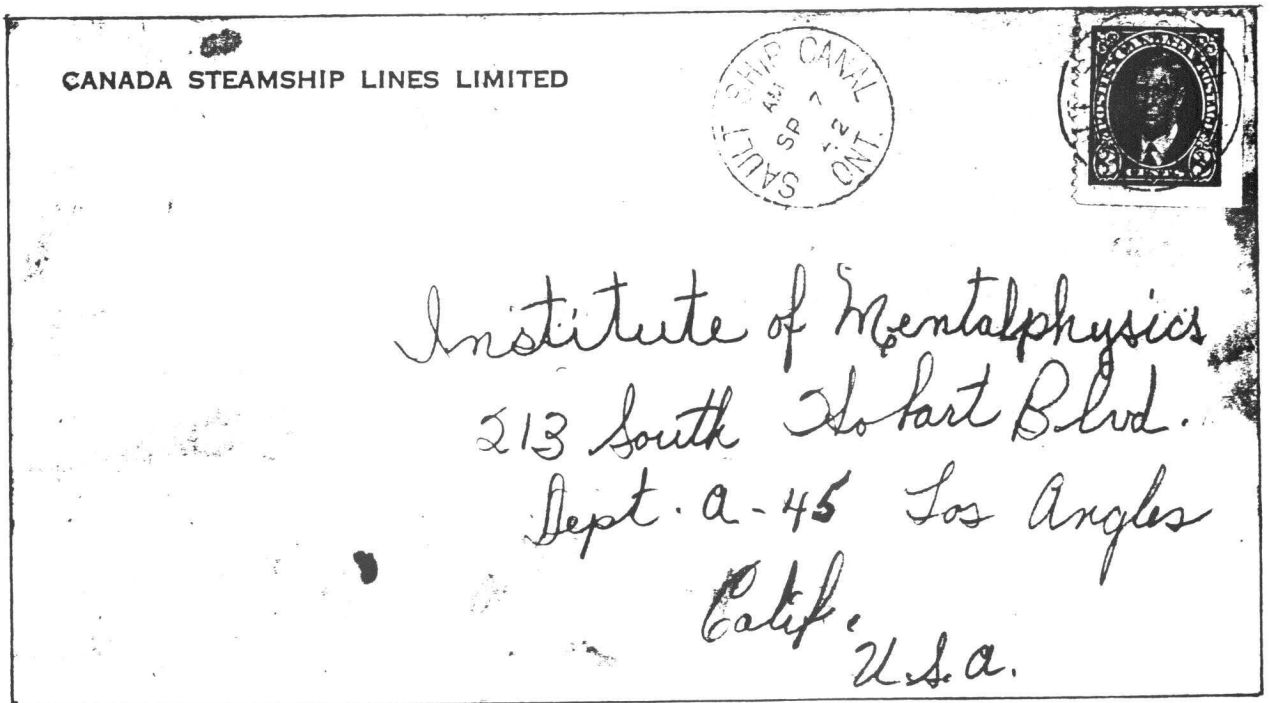
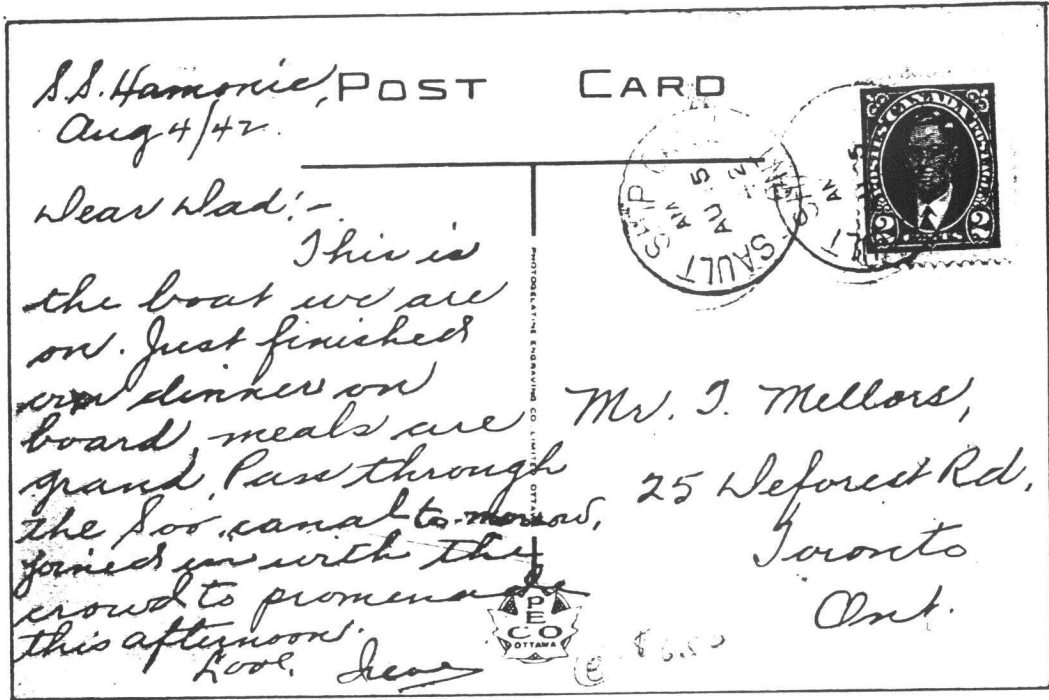


Item 41. Sault Ship Canal – Second CDS Datestamp

Two covers with Steamship Company corner card advertising, each bearing an example of the second Sault Ship Canal CDS. The top one is dated AM / NO 10 / 41, while the lower one is dated AM / MY 11 / 42.



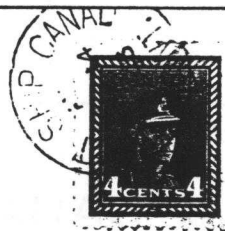
Second CDS handstamp, dated AM / AU 5 / 42 and AM / SP 7 / 42. Note the origin of the upper example is the S.S. *Hamonic*.



P.S. I will write you again when I arrive home.

Aug. 14/43

Dear Betty & all,
Well we finally left last night at 8 o'clock, and we are now just about to land at the Soo 2 o'clock P.M. It was very rough on the water last night and quite a few people are sick. Not me though. Love Phyllis.



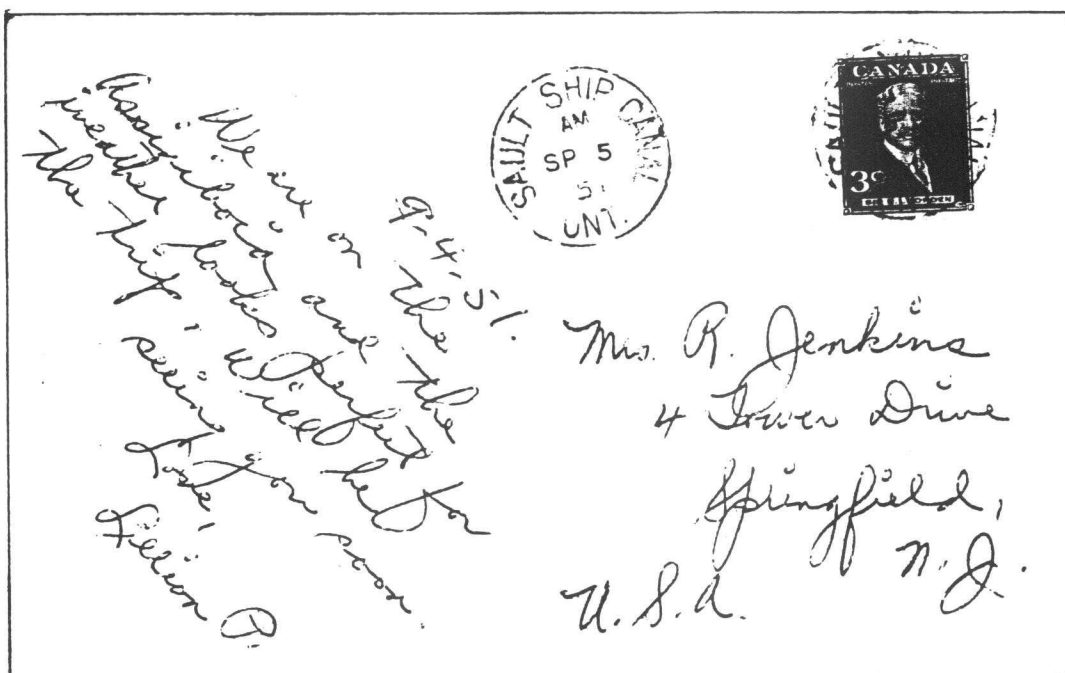
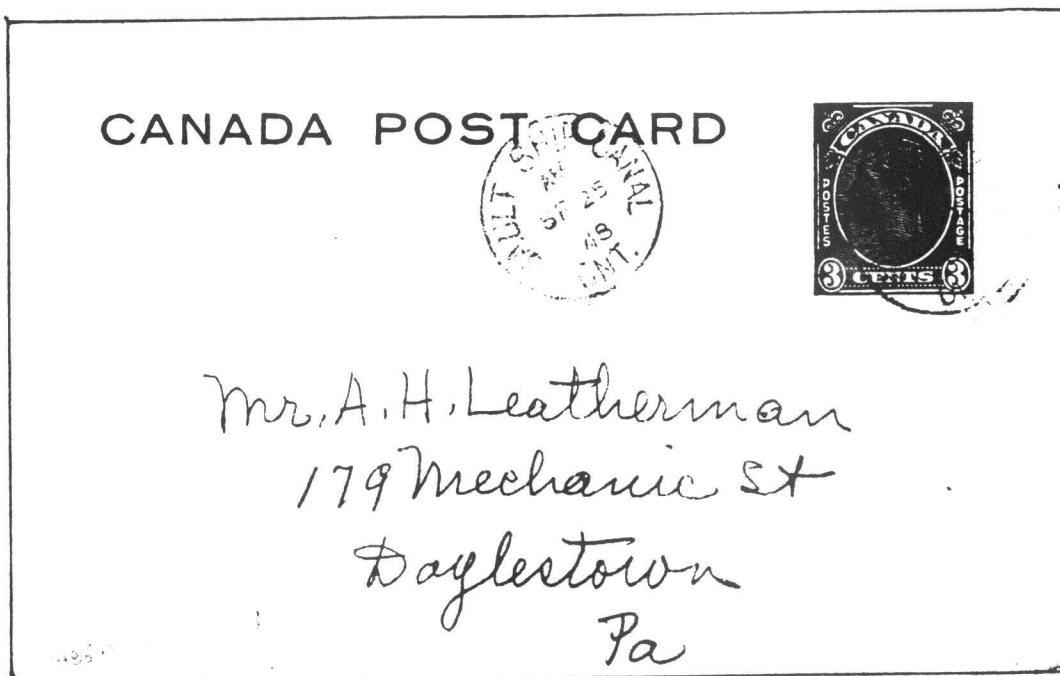
Miss B. Hethington,
1432 Ridgway,
St. William,
Ont.

X



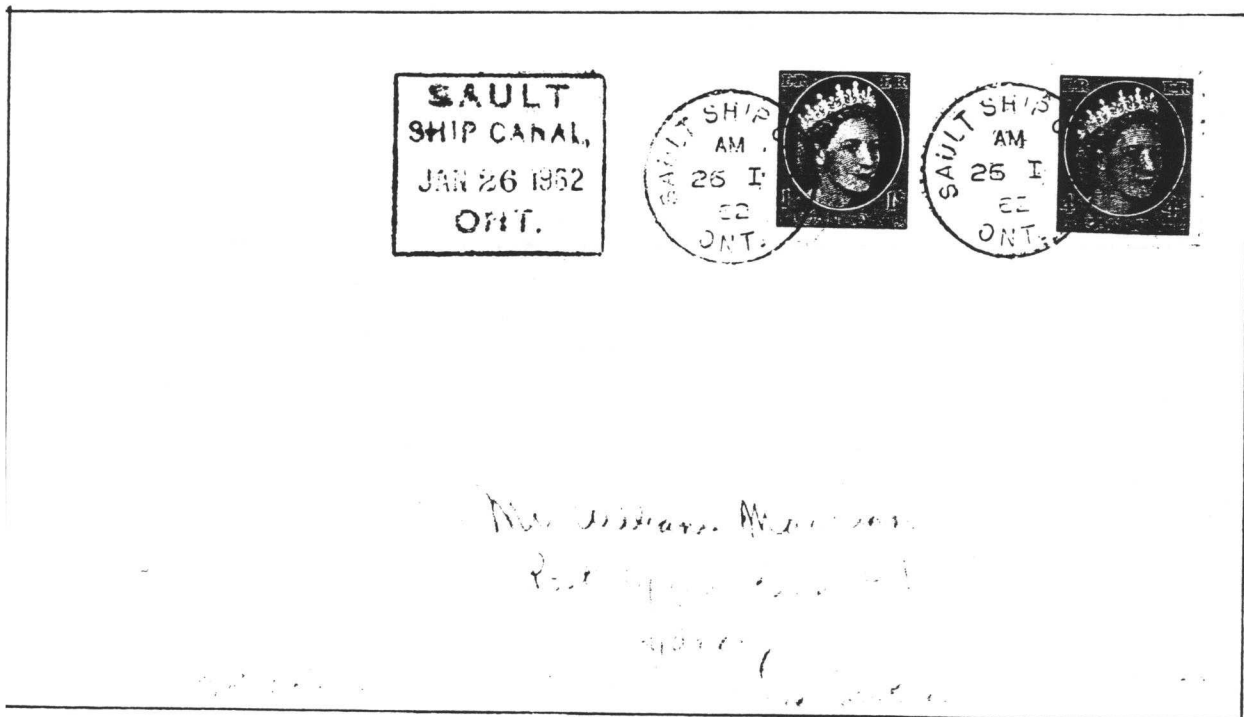
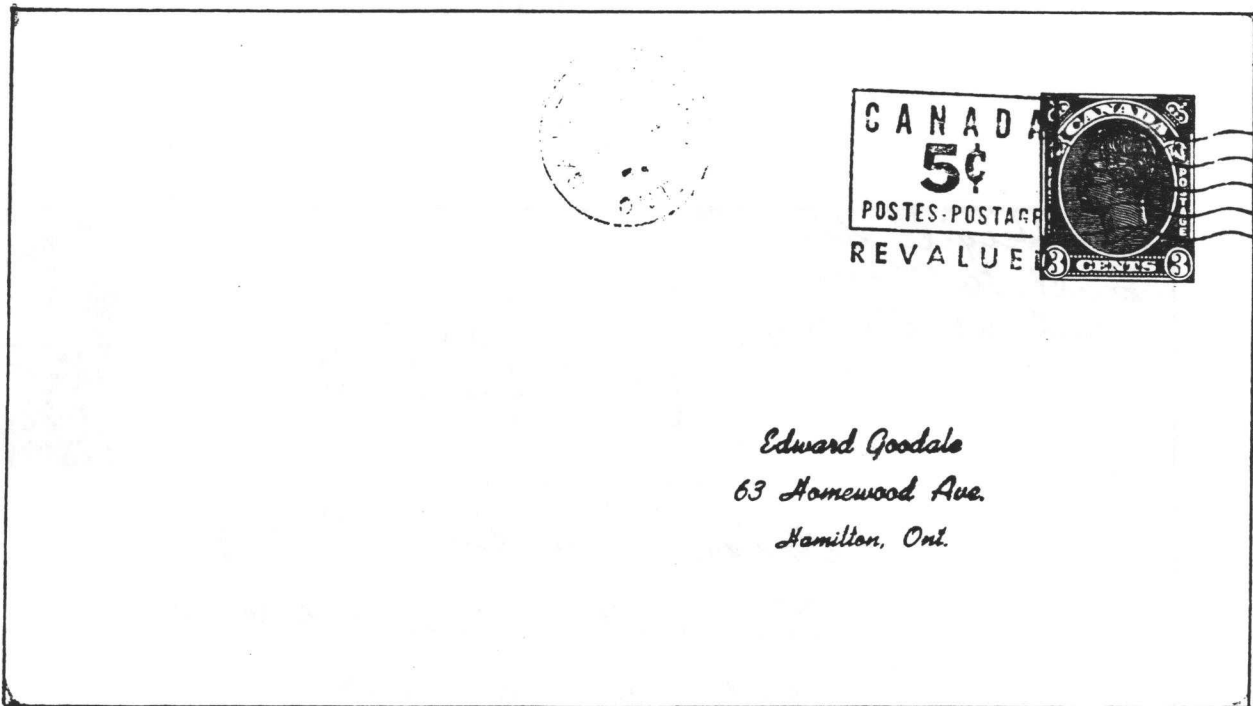
Miss F. J. Pringle
374 Eglinton Avenue East
Toronto 12
Ontario

Second CDS handstamp, top one dated AM / SP 25 / 48 and the lower, from the *Assiniboia*, dated AM / SP 5 / 51.



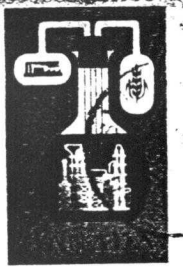
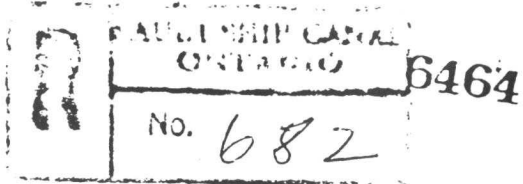
Item 42. Sault Ship Canal – Third CDS Datestamp

Two covers, each bearing an example of the third Sault Ship Canal CDS. The top one is dated AM / 10 XII / 54, and is the earliest Bill has seen for this hammer. The lower one is dated AM / 25 I / 62. It also bears a strike of the boxed Sault Ship Canal handstamp, dated same day.



A registered letter bearing, in addition to the Registration mark, an example of the third Sault Ship Canal CDS dated AM / 17 X / 62.

185 Hugill St,
Sault Ste Marie,
Ontario, Canada



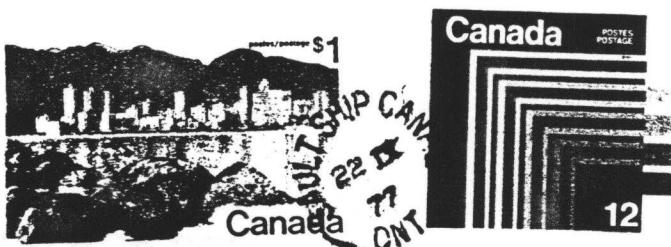
Ontario Department of Transport
Motor Vehicle License Branch
Parliament Building
Toronto 2, Ontario



Item 43. Sault Ship Canal – Second Split ring Datestamp

Bill sent in this item with nice SOO Canal strikes. This is an example of the 2nd split ring hammer, dated 22 IX / 77. The post card at the bottom contains a light example of the 2nd hammer and is dated 17 VII / 85, though Bill's manuscript date is 8/16/86.

ROBERTSONS
151 BUFFALO AVE. APT. 303
NIAGARA FALLS, N.Y. 14303



Canada

SAULT SHIP CANAL
22 IX
77
ONT

CODE

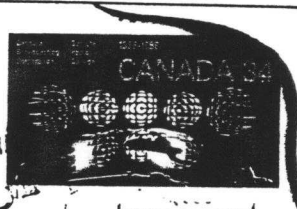
R	SAULT SHIP CANAL ONTARIO
	No. 132

WILLIAM WALTON
R.O. 1, Box 454
CALIFON, New Jersey 07830
U.S.A.

SAULT SHIP CANAL
22 IX
77
ONT

CODE

Sault Ste. Marie Canal Administration Building. Sault Ship Canal, Ontario constructed in 1895.
L'édifice d'administration du canal du Sault Ste. Marie. Le canal du Sault Ste. Marie, Ontario construit en 1895.



Parks Canada

POST CARD

8/16/86

Have now been around the U.S. side of the Lakes, I rounded Superior. Healed today along the North Channel, then down Huron & Erie, and home.


No small value stamps in the ship Canal office -- only 3¢ & 25¢ -- so must be deficient to U.S. Sorry about that. Bill

Walton

125 Turtleback Rd


Califon, N.J. 07830

U.S.A.



Item 44. Sault Ship Canal – POCON

We wrap up this showing of Sault Ship Canal covers with the Registration receipt for the item on the previous page. It shows the Sault Ship Canal POCON, dated 22 IX 1977.

 Canada Post / Postes Canada		No. N°	
Registration Récépissé de Receipt recommandation 132			
To À		Name Nom <i>William Walton</i>	
Post Office		Bureau de poste <i>Califon N.J. U.S.A.</i>	
<small>Postal regulations provide that indemnity will not be paid for damage to articles of a fragile or perishable nature. This receipt is necessary if enquiry is desired.</small>		<small>Le règlement des Postes prévoit que l'indemnité ne sera pas payée pour l'avarie d'un objet fragile ou périssable. A produire en cas de réclamation.</small>	
DESTINATION	UP TO / JUSQU'À	INT.	DATE STAMP / TIMBRE À DATE
CANADA, UNITED STATES' ITS TERRITORIES AND POSSESSIONS. CANADA, ÉTATS-UNIS, LEURS TERRITOIRES ET LEURS POSSESSIONS.	\$50		453544 SAULT SHIP 22IX 1977 CANAL ON
	\$100		
	\$200		
OTHER COUNTRIES / LES AUTRES PAYS	Equivalent to 40* gold francs / Équivaut à 40* francs-or		<small>*Postmaster: See 2471 Postal Guide for Canadian Currency equivalent. *Au maître de poste: Voir l'équivalent en monnaie Canadienne à l'article 2471 du guide des Postes</small>
<small>33-86-020 (3-74)</small>			