



Nautical Times



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

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We are beginning our second year with the Newsletter. I still have a fair bit of material on hand, but I would like members to send in material, no matter how picayune. The more material I have to work with, the better it is to organize into sections or themes. This issue of the Newsletter introduces several new themes.

First, I had mentioned in past newsletters that, for the June issue, I hope to present material created by, or for, vessels of the Clarke Steamship Company. The intent is to build a comprehensive catalogue of all of the known markings. Much of what is available is philatelic, yet even that material is relatively scarce. In 15 years of collecting covers or cards from this Company, I have only managed to acquire 28 pieces. Clarke Steamships began operations in 1921, serving ports along Quebec's North shore, as far east as Blanc Sablon on the Quebec/Labrador border. As an intro. to this topic, some early North Shore material is presented in this issue.

I have also included some U.S. material that has a Canadian connection. From the earliest steamboat days, American boats carried cross-border letters between Canada and the U.S. Members, please let me know if you think this is a legitimate part of the scope of our Study Group, and please send in material, if you have it.

Michael Reid has begun a project to compile an inventory of St. Lawrence River and Lake Ontario steamboat cancellations. This work would encompass the Triangle Q and M, Oval Q and M, Large Montreal and Quebec split-rings, and the small Montreal, Kingston, Toronto City, and Hamilton split-rings. Members are requested to send Michael a photocopy of any cover in their possession, along with the colour, origin of the letter, if known, and any other pertinent information.

Finally, membership fees are waived, for existing members, for the year 2000.

Item 45. Quebec North Shore to N.S. by Newfoundland T.P.O. North

Through a reciprocal arrangement between the Governments of Canada and Newfoundland, the Coastal North steamship picked up Canadian mails at the Quebec-Labrador border on its trip down the Labrador coast. Canada, in turn, carried the Labrador mails in winter to and from Quebec, overland. Identified mails traveling this steamer route are scarce. The item directly below went from Bonne Esperance on AU 14/97 to Little Harbour, Nova Scotia. Backstamps include: - Coastal T.P.O. North, AU 15/97, St. John's, AU 20/97, Halifax, AU 26/97, New Glasgow, AU 27/97.



Item 46. Quebec North Shore to N.S. by Newfoundland Straits T.P.O.

The example directly above was posted from Bradore Bay on AU 16/09 for Pictou, Nova Scotia. It is backstamped with the Straits T.P.O., dated JY 18/09, and at Pictou on JUL 22/09.

Item 47. Quebec & Esq. Point cancellation

Despite years of collecting steamboat mail, I had never seen an example of early Quebec North Shore cancels on cover, until Bill Walton sent in the example below. The strike on my pair of Edwards is Q205B (QUEBEC & ESQ. POINT / ·) dated OC 29/09, direction E(east). Note the inverted "E". Period of use reported to be 1905-1910.



Item 48. Quebec North Shore postmarks – Proof strikes

Ludlow's book lists only one QUEBEC & ESQUIMAUX POINT R.P.O. hammer. Period of use reported to be 1914-1915. Proof Book shows two hammers (fig.1 and fig.2). The QUEBEC & NATASHQUAN R.P.O. (fig.3) is reported used in 1924-1926. Fig.4 is known as a proof marking only.



Fig.1



Fig.2



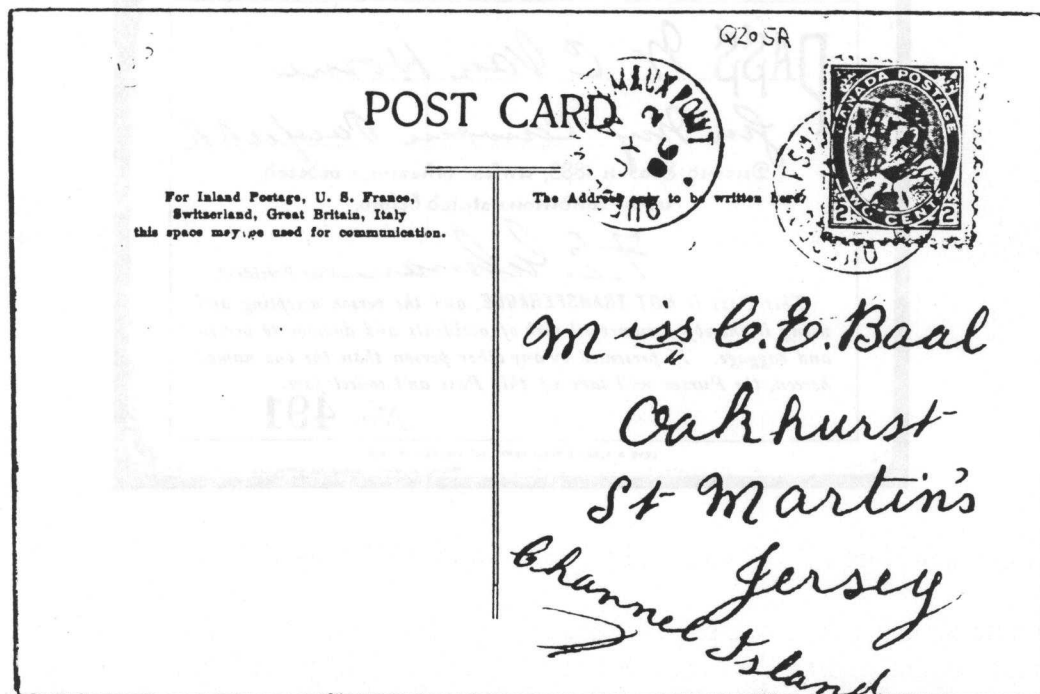
Fig.3



Fig.4

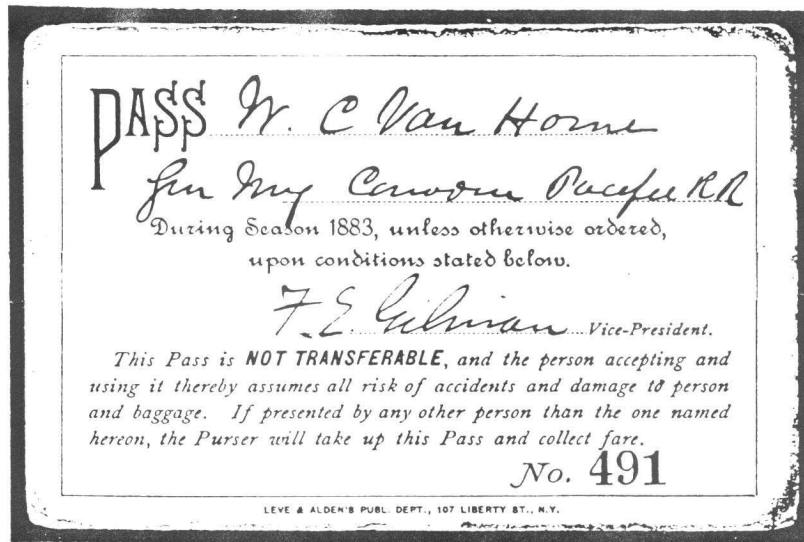
Item 49. Quebec & Esquimaux Point post card

From Bill Walton comes this post card with two strikes of Q205A (QUEBEC & ESQUIMAUX POINT / ·) dated JY 2/06, direction W(est). The period of use for this hammer was 1905-1925. Note the cool Jersey, Channel Island destination.



Item 50. St. Lawrence Steamboat Co. – Pass Cornelius Van Horne

With its eastern terminus at Montreal, the St. Lawrence Steamboat Co. may have carried U.S. mails into Canada. What is particularly nice about this 1883 pass, and another Canadian connection, is that it is made out to Cornelius Van Horne, General Manager of the Canadian Pacific R.R., who was at that time directing the completion of the first Canadian transcontinental railway.



Item 51. American Line of Steam-Boats and Stages

On the right is a small 1833 trade card advertising the American Line of steamers and stages operating over the upper St. Lawrence River between Ogdensburgh, New York and Montreal. This was a journey with a number of transfers between stage and steamboat and was likely a joint venture between U.S. and Canadian interests. It operated much this way until the completion of the canals in 1848.

Item 52. Northern Transit Company posted at Port Colborne

A sailor or ship-worker on a vessel of the Northern Transit Company probably wrote the letter below. It was posted at Port Colborne on way into or out of the Welland Canal. Could this be a forerunner of the Port Colborne Marine Post Office? In any event, it's a nice lead-in to the next series of items.

AMERICAN LINE OF



STEAM-BOATS AND STAGES,
FROM OGDENSBURGH TO MONTREAL.

Summer Arrangement.

Will leave Ogdensburgh every morning at 6 o'clock, (Sundays excepted,) passing through Waddington, Massena, via Massena Springs, to Hogansburgh, 53 miles, in Coaches: From thence to Coteau du Lac, by Steam-Boat 40 miles:— Thence to Cascades, by Coaches, 15 miles: From thence to Lachine, by Steam-Boat, 24 miles: And from Lachine to Montreal, by Coaches, 9 miles.

Returning in same order as above, will leave Montreal every day at 10 o'clock, A. M. (Sundays excepted,) and arrive at Ogdensburgh next day at 6 o'clock, P. M. a distance of 140 miles; intersecting at that place a daily line of Steam-Boats to Niagara Falls, on which is the splendid Steam-Boat United States. Also a daily line of Stages to Watertown and Utica.


Books kept at E. Cushing's, Montreal, and at the General Stage Office adjoining W. B. Haskin's, Ogdensburgh.

Extras furnished on short notice. All Baggage at the owners' risk.

S. H. CLARK & Co. Ogdensburgh.
A. BIGELOW & Co. Montreal.

MAY 1, 1833.

THE NORTHERN TRANSIT COMPANY,
ST. LAWRENCE RIVER ROUTE,
CLEVELAND, O.

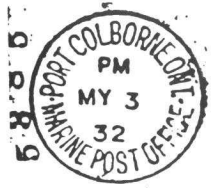


Miss Bessie Keyser,
6686 Deary, St.
Pittsburg, Pa

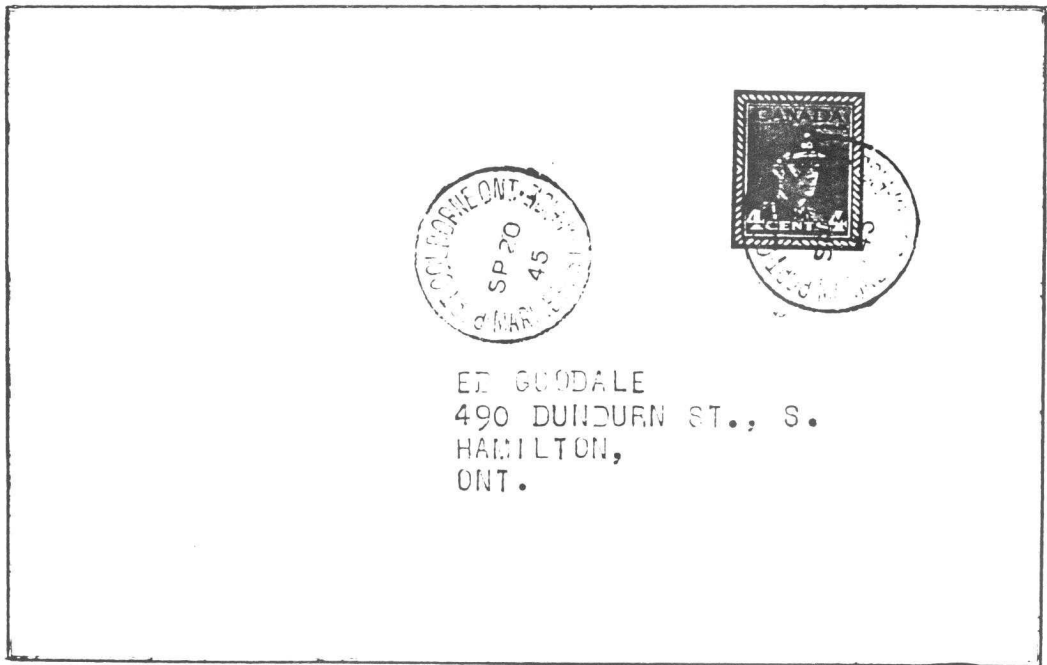
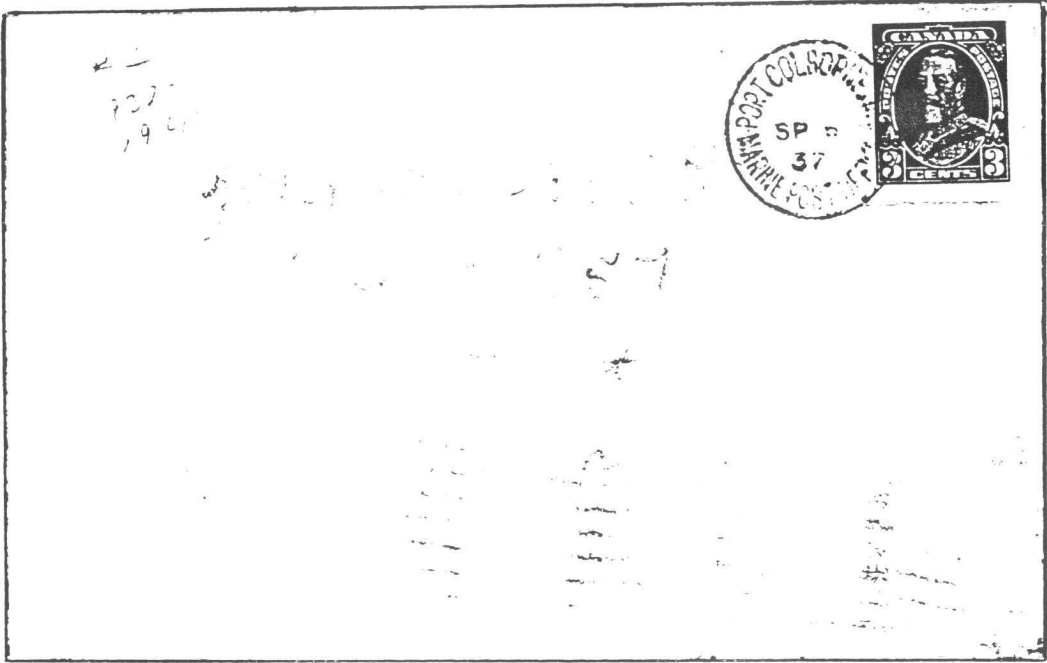
Basd Cnes.

PORT COLBORNE
 JUN 15 1833
 N.Y.C.

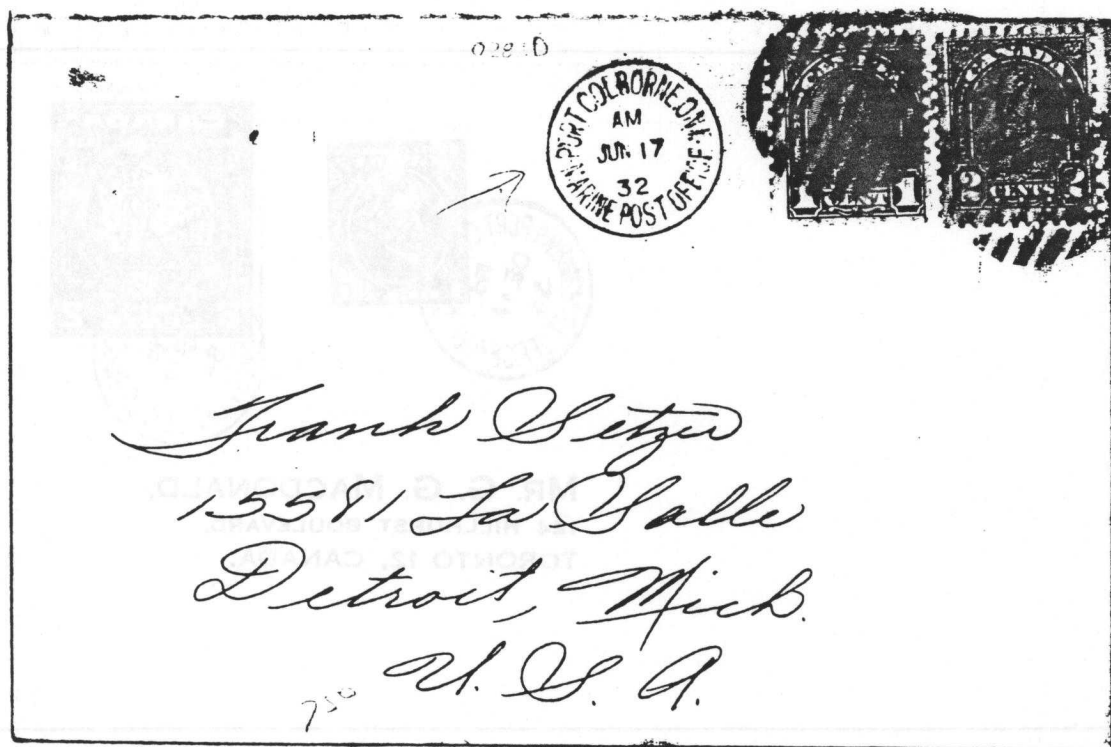
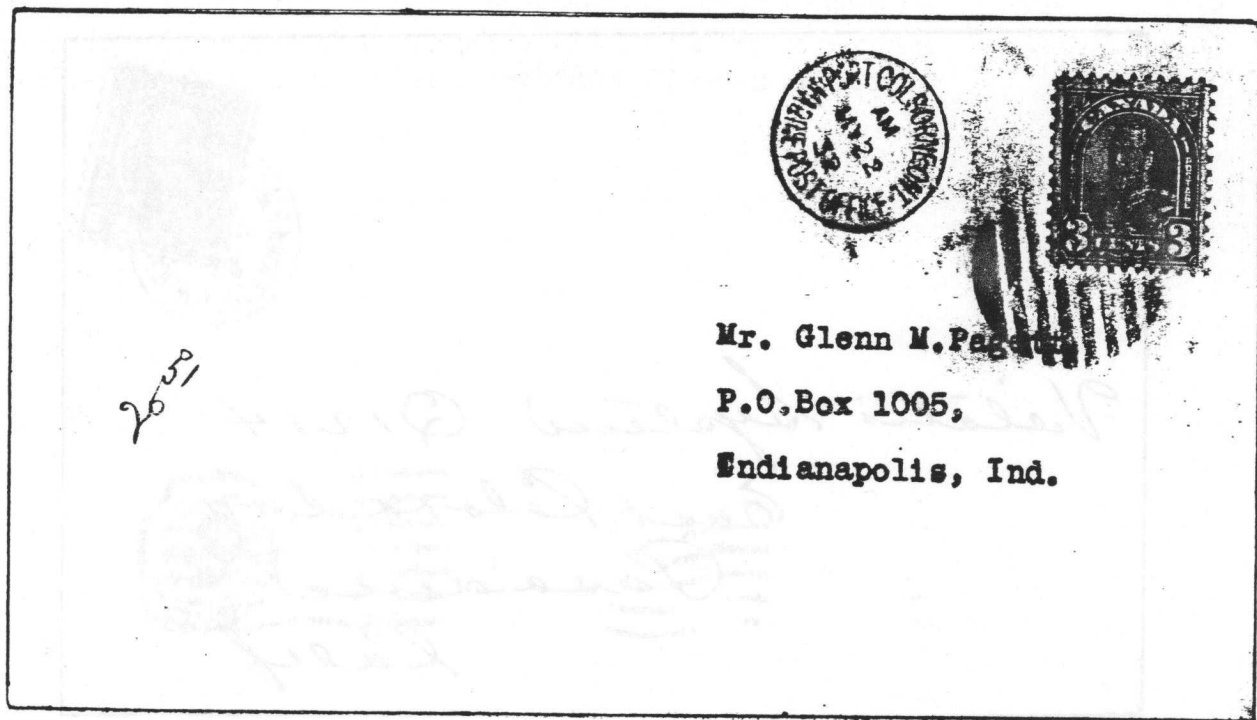
Item 53. Port Colborne Marine P.O.



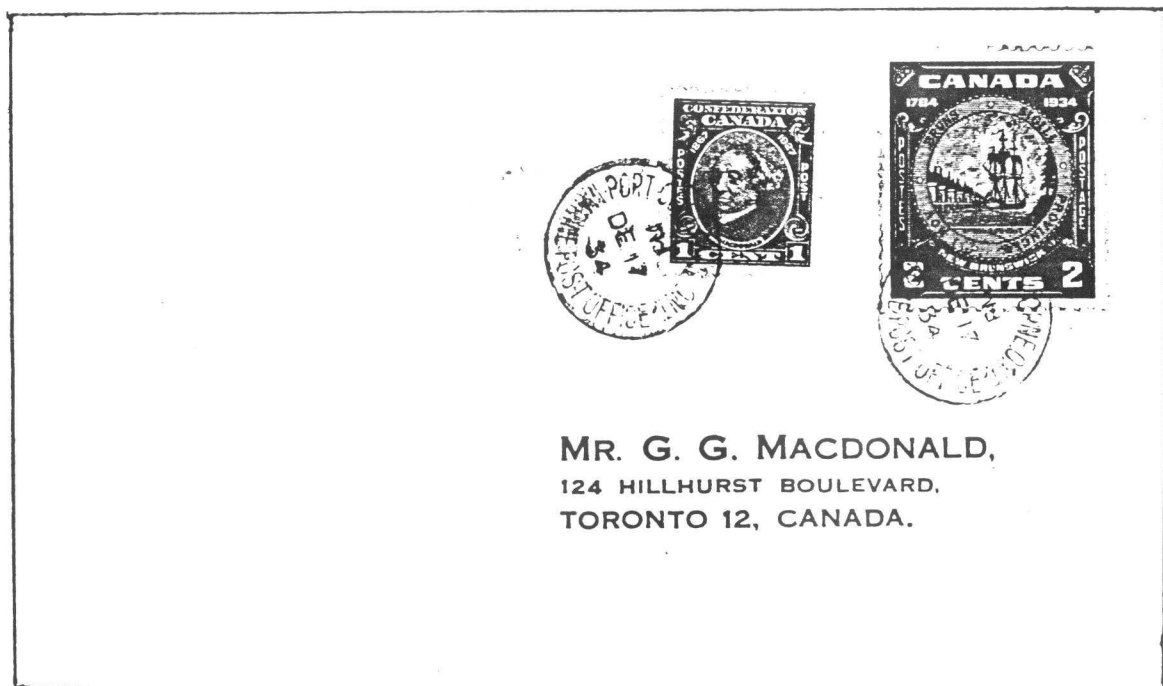
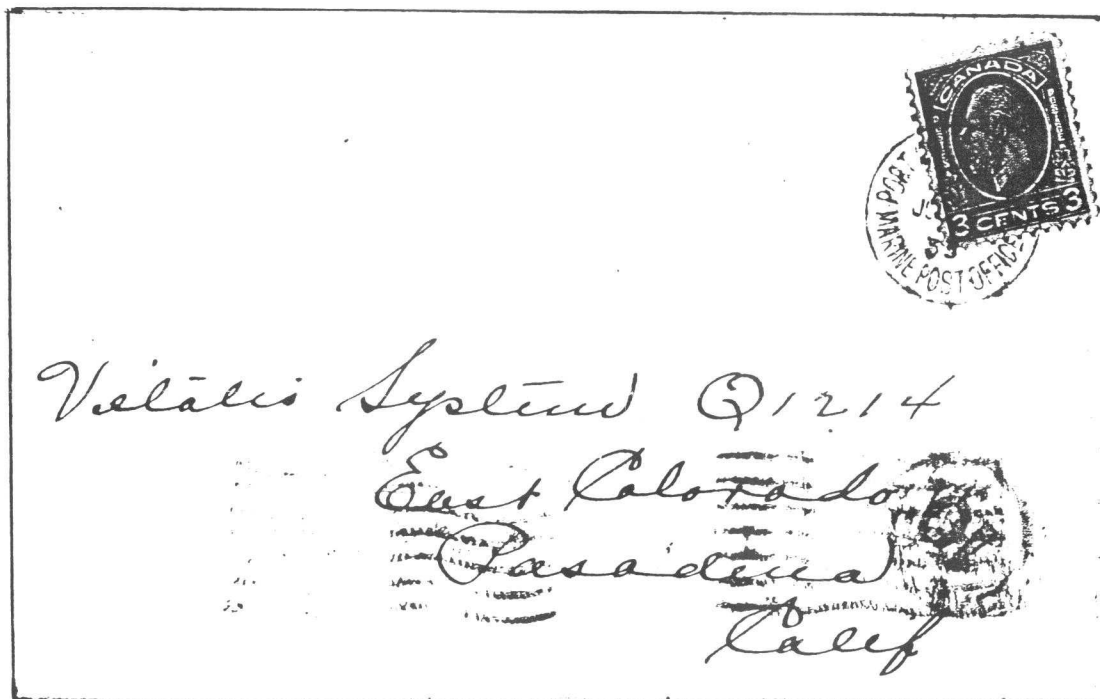
Bruce Graham sent in the two covers below, illustrating the PORT COLBORNE ONT / MARINE POST OFFICE c.d.s. Bruce writes that they are strikes from the same hammer, which was proofed MY 3 / 32. Bruce's examples are dated SP 5 / 37, during the first period (1932-1941) the office was opened, and SP 20 / 45, during the second period of usage (??-1964).



Bill Walton sent in four examples of the PORT COLBORNE MARINE P.O. The first two, illustrated below, are very early strikes. Both are backstamped with the regular PORT COLBORNE c.d.s. on the following days. Note that Bill's examples contain the AM indicium, whereas Bruce's examples, in later years, show this area as blank.



Below are Bill Walton's other two examples of the PORT COLBORNE MARINE P.O. The upper is dated JUL 9 / 33, backstamped at Port Colborne the following day, and at Pasadena on the 14th. The cover below is dated DE 17 / 34, with an inverted PM indicia. Bill believes this to be philatelic. Yep.

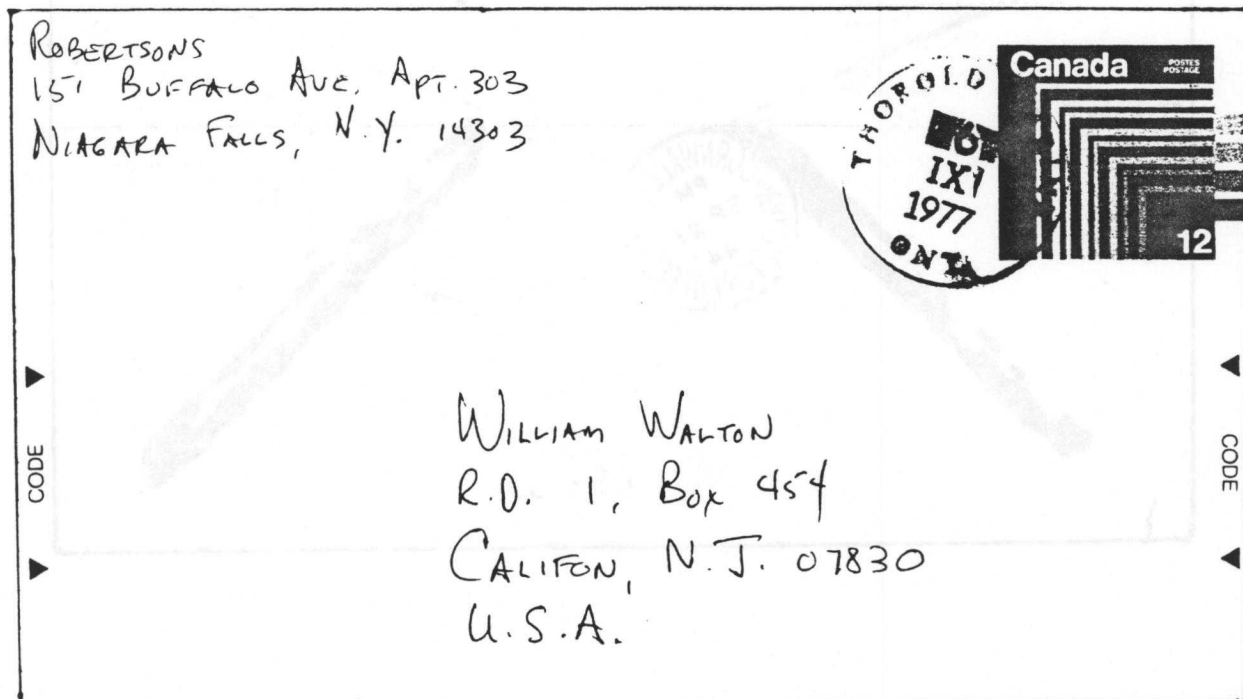


Item 54. Thorold Marine Marine P.O.

Bill Walton sent in these examples of the Thorold Marine handstamp, both dated September 16, 1977. Bill writes that he and wife Jean "went down onto the locks in September 1977, and talked to a lock worker there. I had seen in the postcode directory that there was a marine office, but I had never seen a strike. The gentleman we spoke with was not a Post Office employee. He told us that this hammer was strictly for use on facing slips for mail taken off a ship, which was then forwarded - I believe to St. Catharines, where it was postmarked and entered the mail stream. In other words, assuming he was correct (and he was the one who used this hammer), this mark should not exist on mail. I induced him to give me a favor strike, and to attempt entering a letter. These are the results."

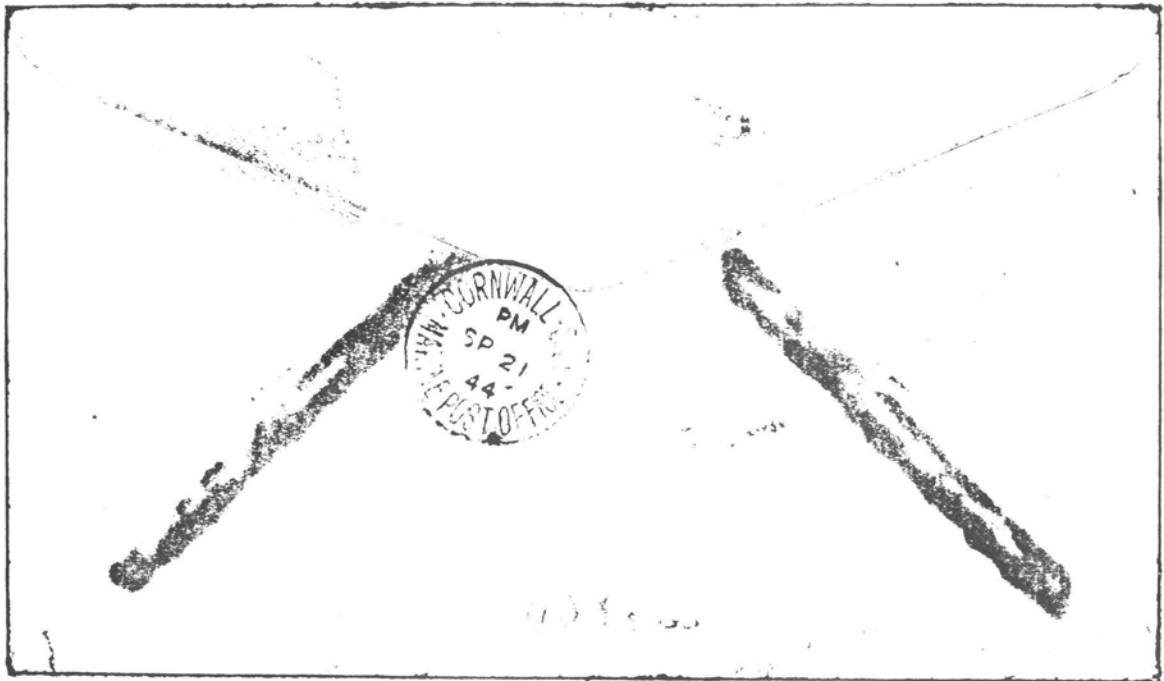


(L2V 2W0)



Item 56. Cornwall Marine P.O.

The Cornwall Marine post office opened on April 24, 1939 and closed on June 30, 1962. The CORNWALL · ONT. / MARINE POST OFFICE circular datestamp was proofed on April 15, 1939. An early strike of this handstamp (June 7, 1939) was sent in by Bob Smith (see Item 18). Bill Walton provided the following three examples. The one below was addressed to c/o S.S. Saracen, in c/o of the Canal Office. Bill has another to the same addressee, dated July 14, 1945, which I could not photocopy.





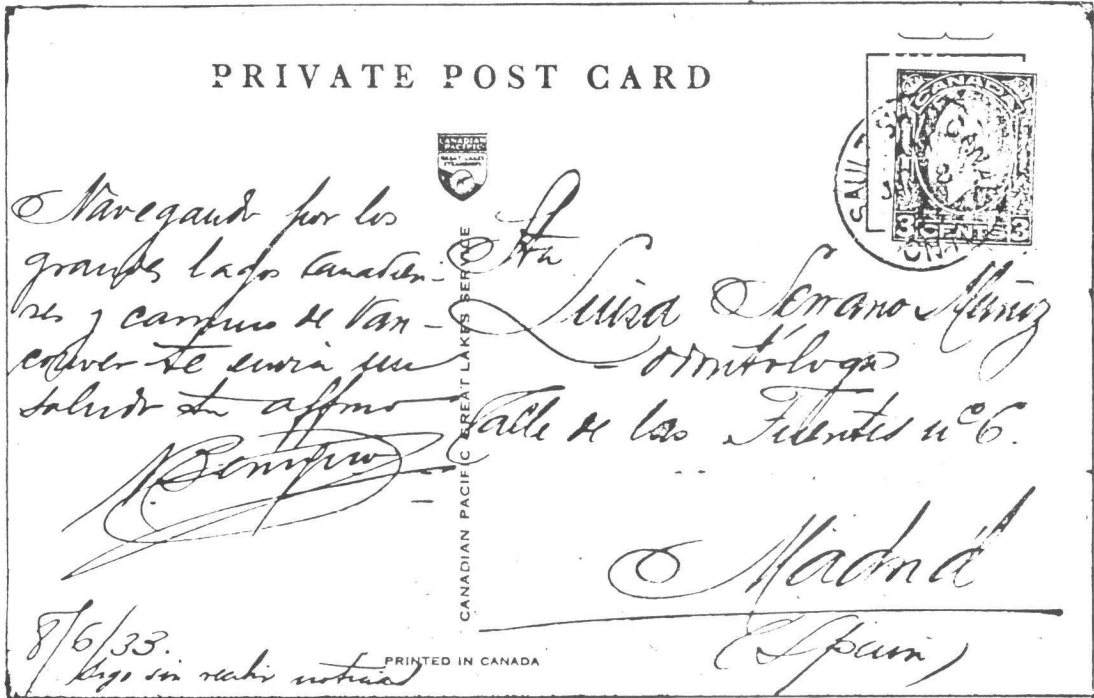
Mr. J. R. d. Potter
 Civil Service Assoc.
 506.A
 Mainline Bld
 Utawa



R. M. CURLEY
 120 MAIN ST.
 MASSENA, N.Y. U.S.A.

Item 57. Response to Item 40 – Sault Ship Canal – First CDS datestamp

David Sessions sent in the postcard below showing an example of the first SAULT SHIP CANAL / ONT circular datestamp. It is dated AM / JUN 8 / 33, and the reverse shows a picture of the CPR steamer **Keewatin**. A very nice card addressed to Madrid, Spain.



Item 58. Rimouski and Riviere du Loup Markings

Below are examples from the Pritchard and Andrews proof book of shoreside postal handstamps for the St. Lawrence River ports of Rimouski and Riviere du Loup. I invite members/readers comments on how to categorize these and other similar markings.

