

Nautical Times



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

Number 6

June 2000

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At the end of May I had the good fortune of attending the London 2000 stamp show. Bill Longley, one of our study group members, talked me into going, and so my wife and I decided to make a holiday of it. I left London, England as a youngster, in 1950, and in the ensuing 50 years had never returned, though I kept promising myself I would. Thanks to Bill, I enjoyed a fair bit of nostalgia, as well as a great show. Dealers, dealing in postal history, abounded. When it comes to the more rare and exotic material, British dealers seem to have the stuff, though at generally outrageous prices. Nevertheless, I had a pretty successful buying spree, and managed to pick up several publications on one of my collecting interests, namely the Royal Mail Steam Packet Company.

This issue of the newsletter starts out with a nice pair of R & O Navigation Company Trip cards sent in by Bruce Graham, followed by a pair of Lake Huron/Superior steamer items. I was aware of the latter two from their being reported in the Ludlow handbook (Annex), but had never actually seen them. I was delighted to find they belong to Bill Walton. To my knowledge, they are the only known examples.

This issue also kicks off the series on the Clarke Steamship Company. I will do it in three parts, as follows: (a) the Quebec North Shore datestamps, (b) the cross-river services datestamps, and, (c) ship names and other markings. Hopefully, members will send in any material they have.

By the time you receive this, I will have moved to a new house. Located in Port Newcastle, near Oshawa, the house is about a 2 minute walk from the Lake (Ontario). The address is:

75 Beacham Cres.

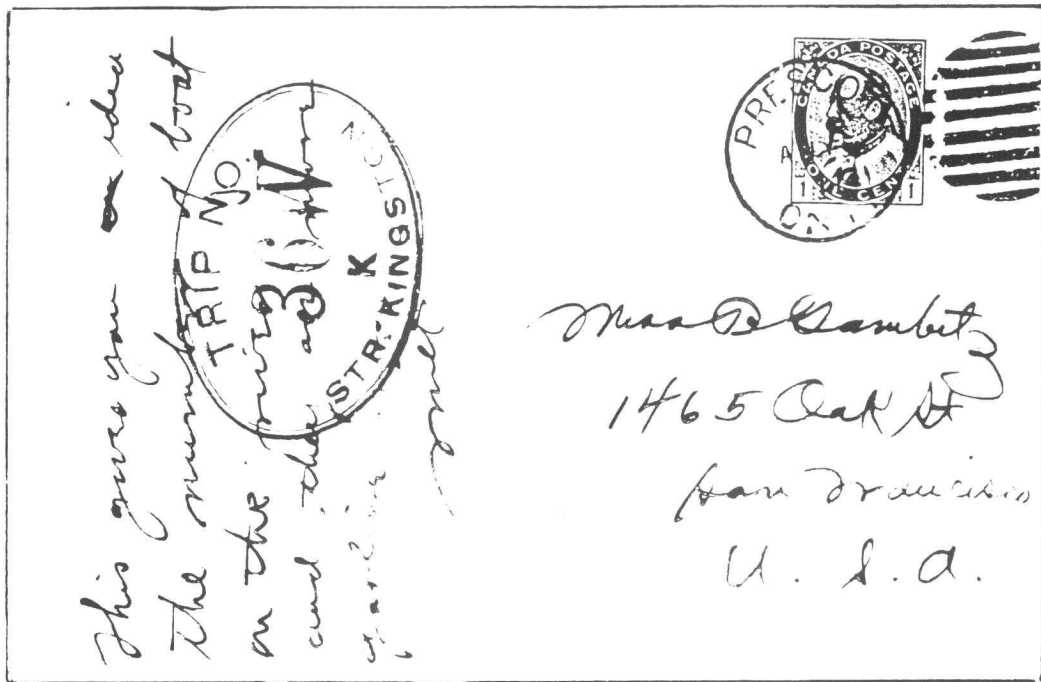
Newcastle, ON

L1B 1N1

I do not have a telephone number yet, but will have this for the next issue. Hoping you all have a nice Summer.

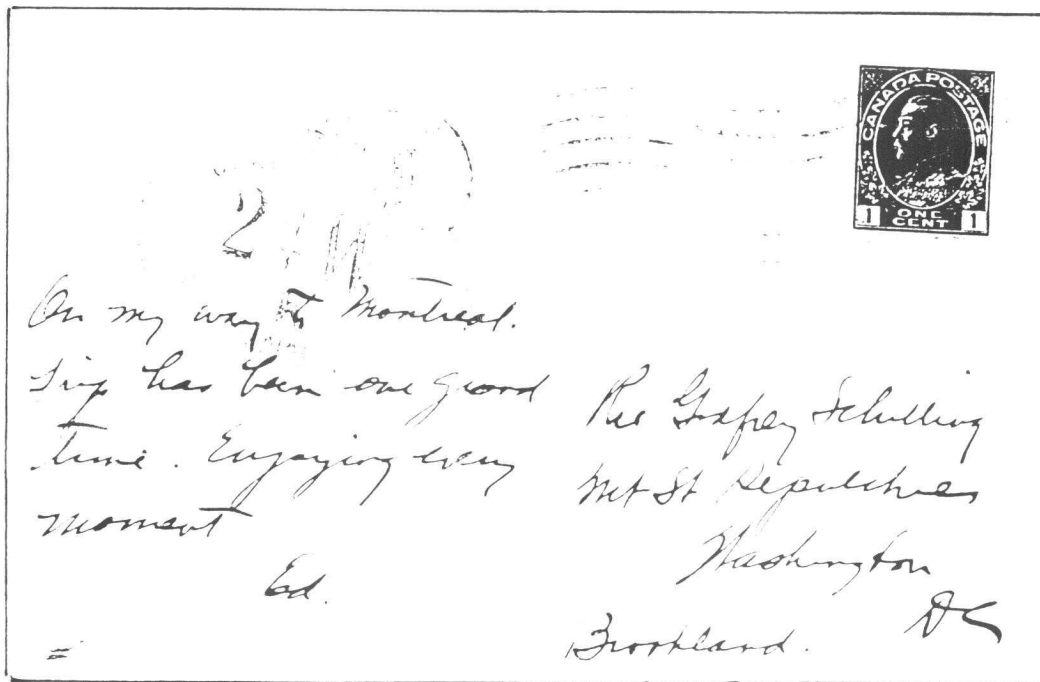
Item 59. R & O Navigation Company – Steamer Kingston

Bruce Graham sent in this nice example of the Str. Kingston Trip No. 36W which he acquired recently. It is postmarked at Prescott on AU 13/11, the same date and correspondence as one reported earlier (see Item 21, September, 1999).



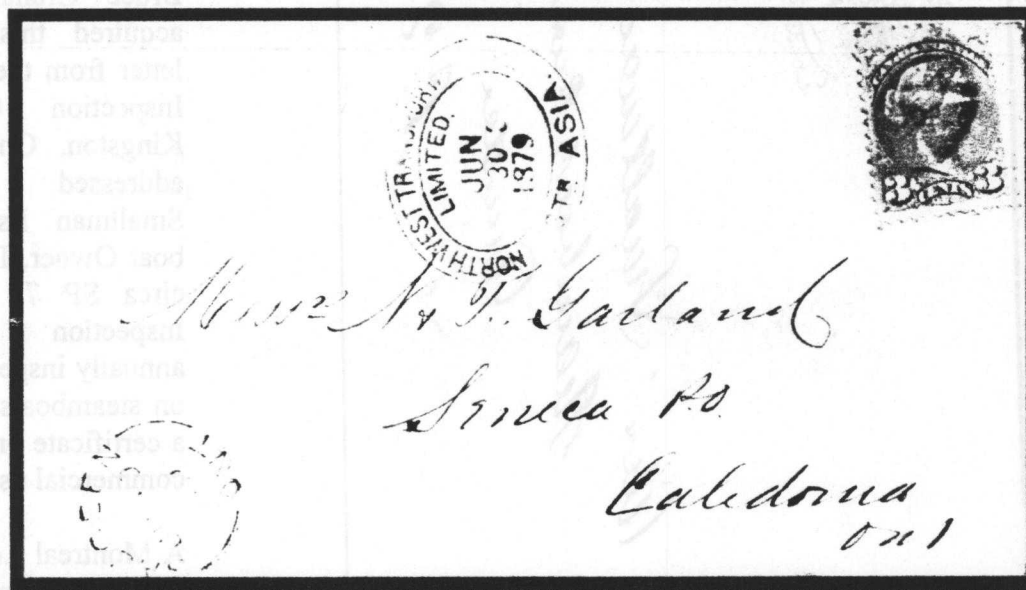
Item 60. R & O Navigation Company – Steamer Rapids Prince

Bruce also sent in a recent acquisition of the Str. Rapids Prince Trip 24W. It is dated at Montreal on July 21, 1913, the same date as one reported by Bill Walton (see Item 23, September, 1999).



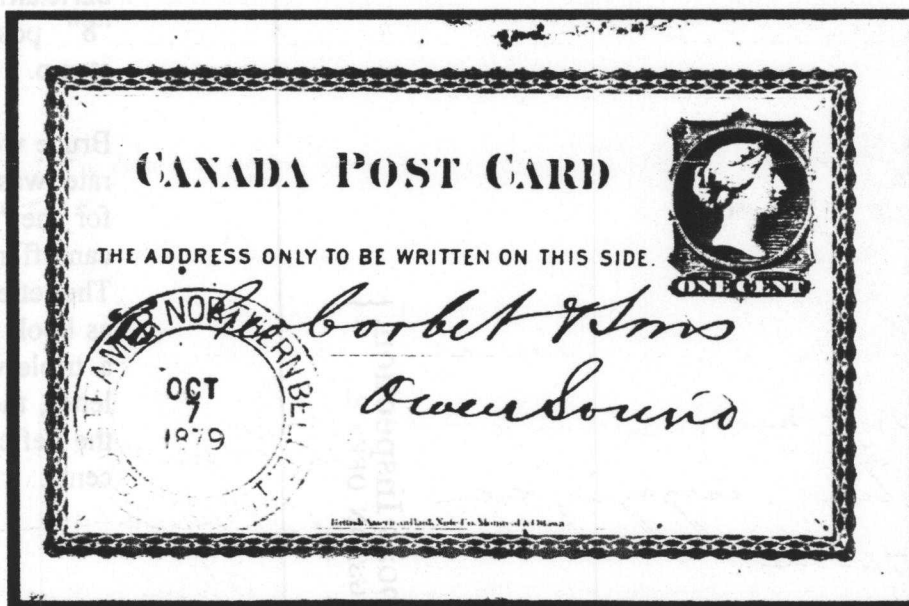
Item 61. Upper Lakes Steamer Asia

Bill Walton sent in this rare (only known copy) example of the Steamer ASIA of the Northwest Transportation Company Limited dated JUN/30/1879. Mailed to Caledonia, it entered the mails at Saugeen, Ontario. (recorded as Ludlow S-183).

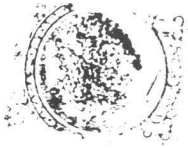


Item 62. Upper Lakes Steamer Northern Belle

Bill Walton also sent in this equally rare Steamer NORTHERN BELLE of the Georgian Bay Transit Company Limited, dated OCT/7/1879, addressed to Owen Sound, Ontario. It is recorded as Ludlow (S-168).



ON HER MAJESTY'S SERVICE.



*Alex Smallman Esq
Steamboat Owner
Dundee*

SP 7

Book Post



Steamboat Inspection,
KINGSTON OFFICE.

Item 63. Steamboat Inspection - Kingston Office

Bruce Graham recently acquired this O.H.M.S. letter from the Steamboat Inspection Office at Kingston, Ontario. It is addressed to Alex Smallman Esq., Steamboat Owner, Dundee PQ, circa SP 7, 1885. The Inspection Office annually inspected boilers on steamboats and issued a certificate or license for commercial use.

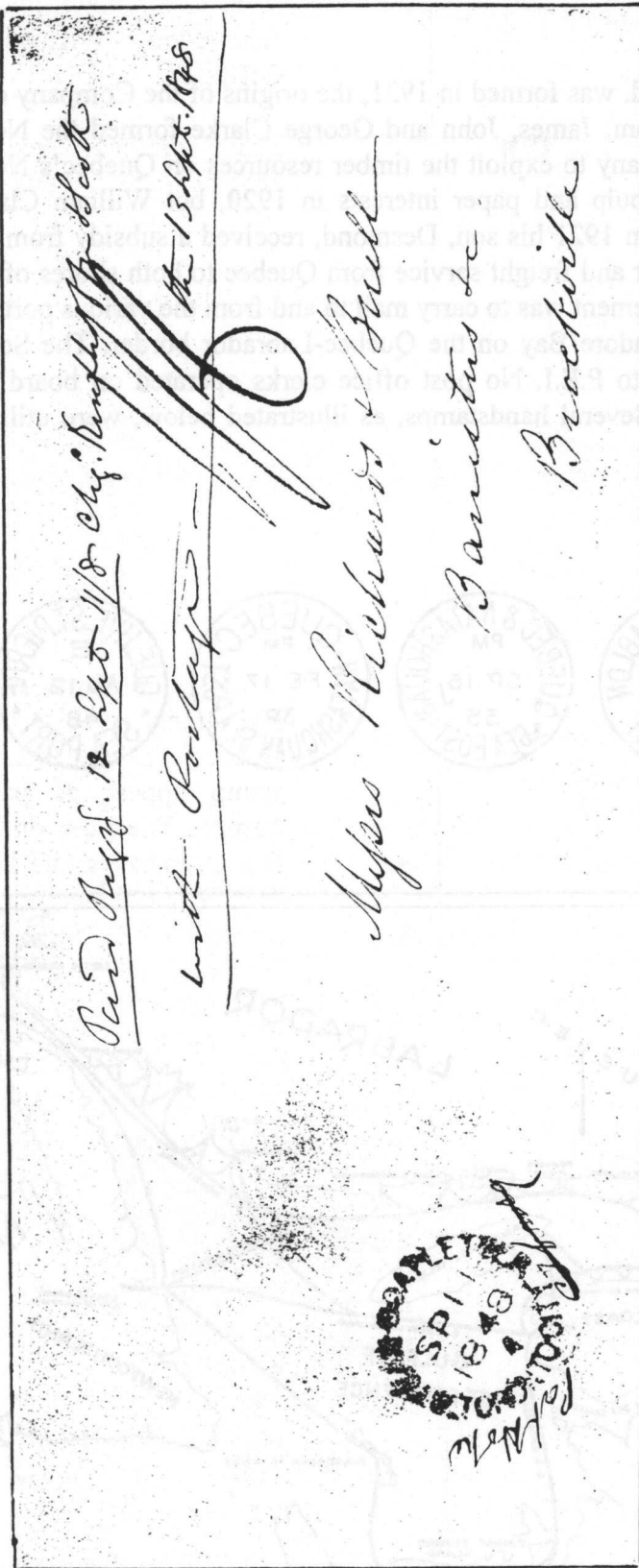
A Montreal c.d.s., 5 SP 7 PM, transit mark and a Quebec D.L.O. handstamp appear as backstamps. The year on the D.L.O. marking is a light "188?". Additional marks include: RETURNED FOR POSTAGE, RETURNED FOR DEFICIENT POSTAGE, and an "8" postage due handstamp.

Bruce wondered what the rate was and the reason for the "8" handstamp. I can offer one explanation. The letter was disallowed as book post and rated as a triple-weight first class letter, the "8" making up the deficient postage of 9 cents.

Item 64. Toronto City Steamboat Way Letter

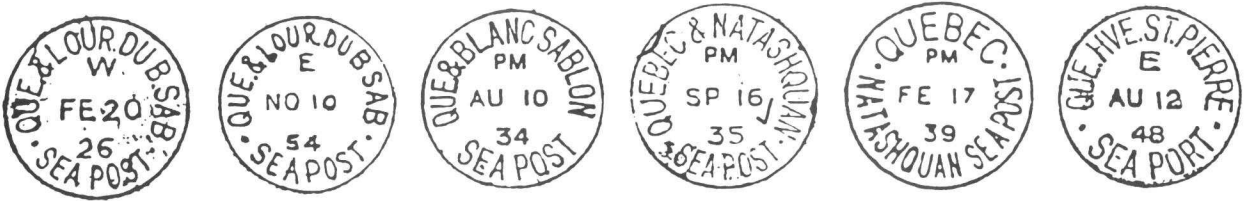
Dated on September 11, 1848, addressed to Brockville, and manuscript rated 1/6 collect. The letter was likely dropped in the letter box provided on board the steamboat, where it was subsequently processed by Post Office Conductor No. 4. To designate receipt of the letter, the Conductor used his STEAMBOAT LETTER / TORONTO CITY handstamp and added a manuscript "Cobourg" to indicate the town the letter was received at. Realizing his error, the Conductor struck out the ms Cobourg, and replaced it with a manuscript "Port Hope". A second Toronto City backstamp was applied to show initial receipt of the letter. Received at Kingston (bs SP 12), the letter was transferred to the River steamer, arriving at Brockville the same day (bs).

As per regulations, this was the proper way to handle steamboat way-mail, yet this is the only example I have seen utilizing the Lake Ontario or Upper St. Lawrence River steamboat letter handstamps.

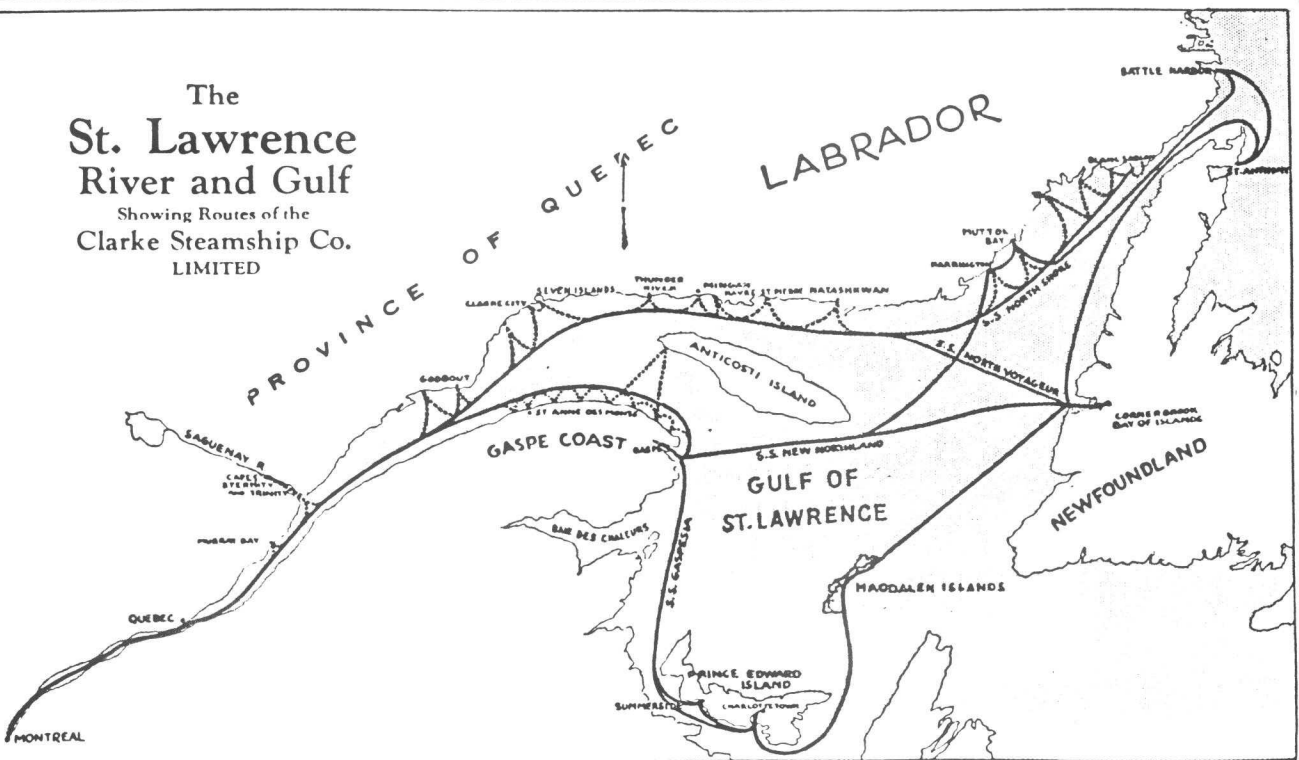


Item 65. Clarke Steamship Company.

Although the Clarke Steamship Company Ltd. was formed in 1921, the origins of the Company date back much further. In 1902, brothers William, James, John and George Clarke formed the North Shore Paper, Railway and Navigation Company to exploit the timber resources on Quebec's North Shore. This operation was sold to British pulp and paper interests in 1920, but William Clarke retained the supply and transportation role. In 1921 his son, Desmond, received a subsidy from the Canadian Government to operate a passenger and freight service from Quebec to both shores of the Lower St. Lawrence. A condition of the agreement was to carry mail to and from the various ports of call. The North shore route extended to Bradore Bay on the Quebec-Labrador border. The South shore route went to Gaspé, and eventually to P.E.I. No post office clerks operated on board the vessels, mail being handled by the purser. Several handstamps, as illustrated below, were utilized over a period of many years.

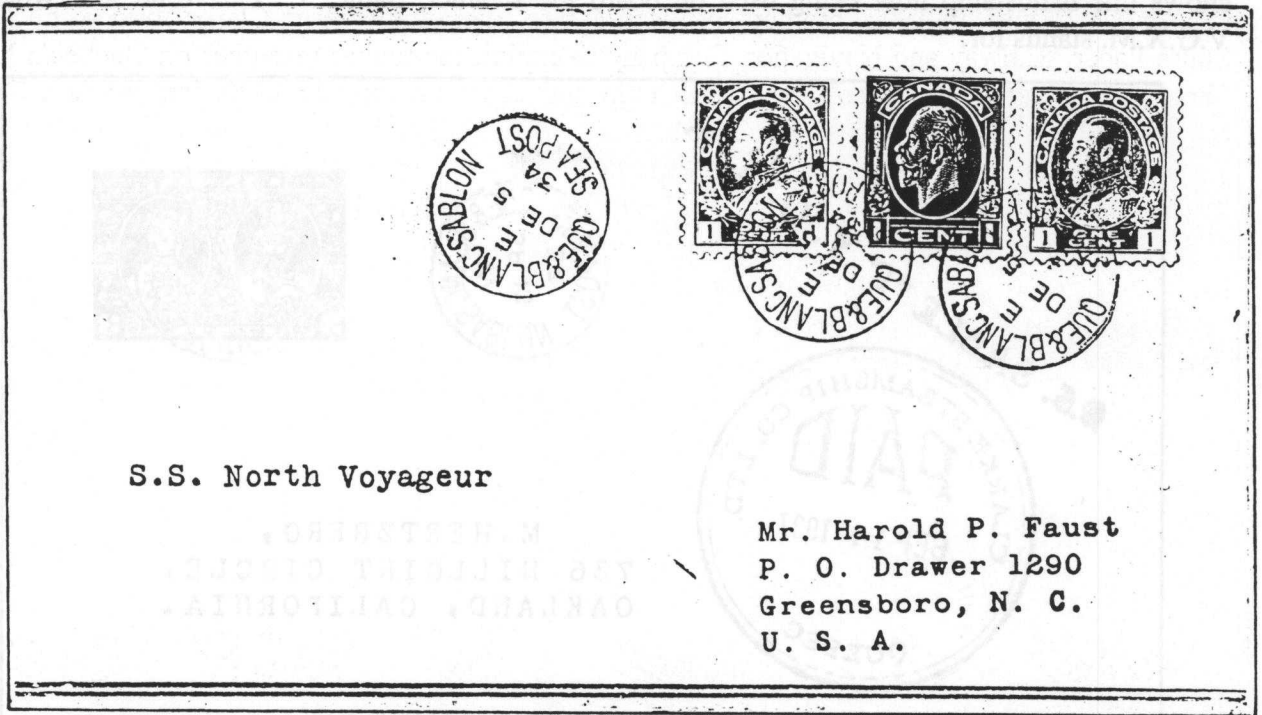


The
**St. Lawrence
 River and Gulf**
 Showing Routes of the
 Clarke Steamship Co.
 LIMITED



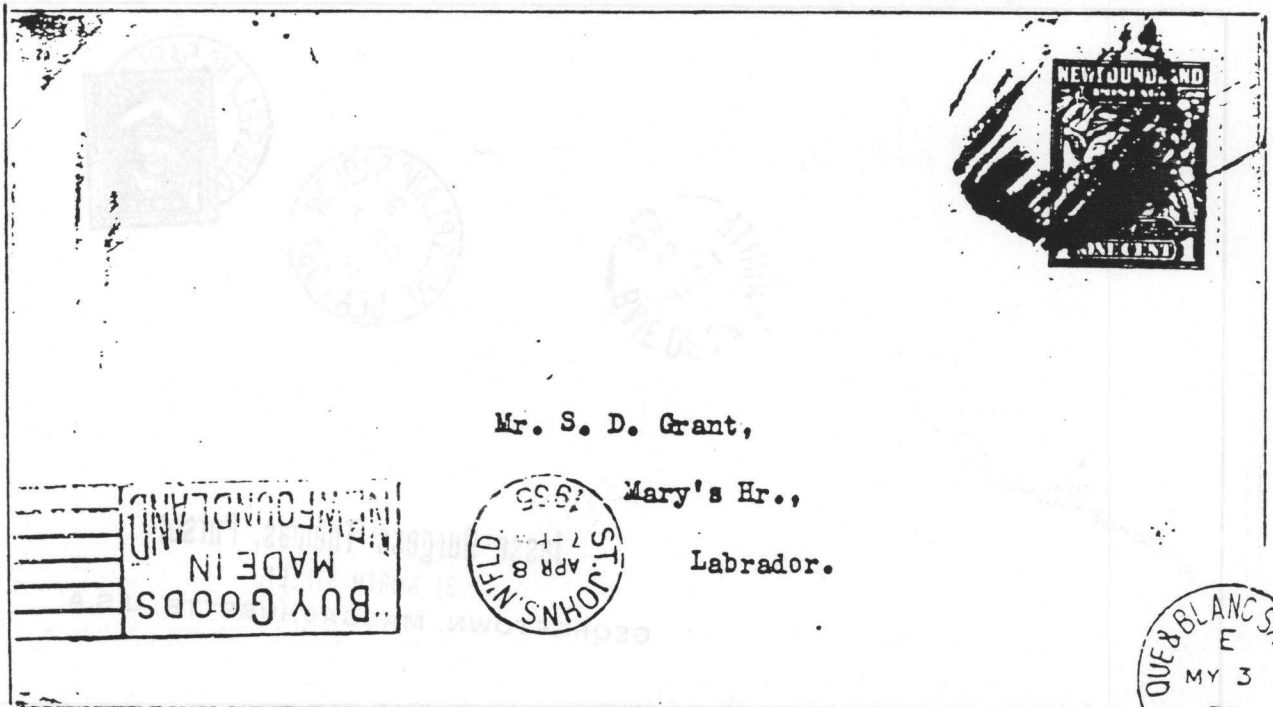
Item 66. QUE & BLANC SABLON SEA POST

An early use of Q185A, QUE & BLANC SABLON / SEA POST / E / DE 5 / 34. This hammer was proofed on AU 10, 1934 and, judging by this cover, was used on the steamer, *North Voyageur*.



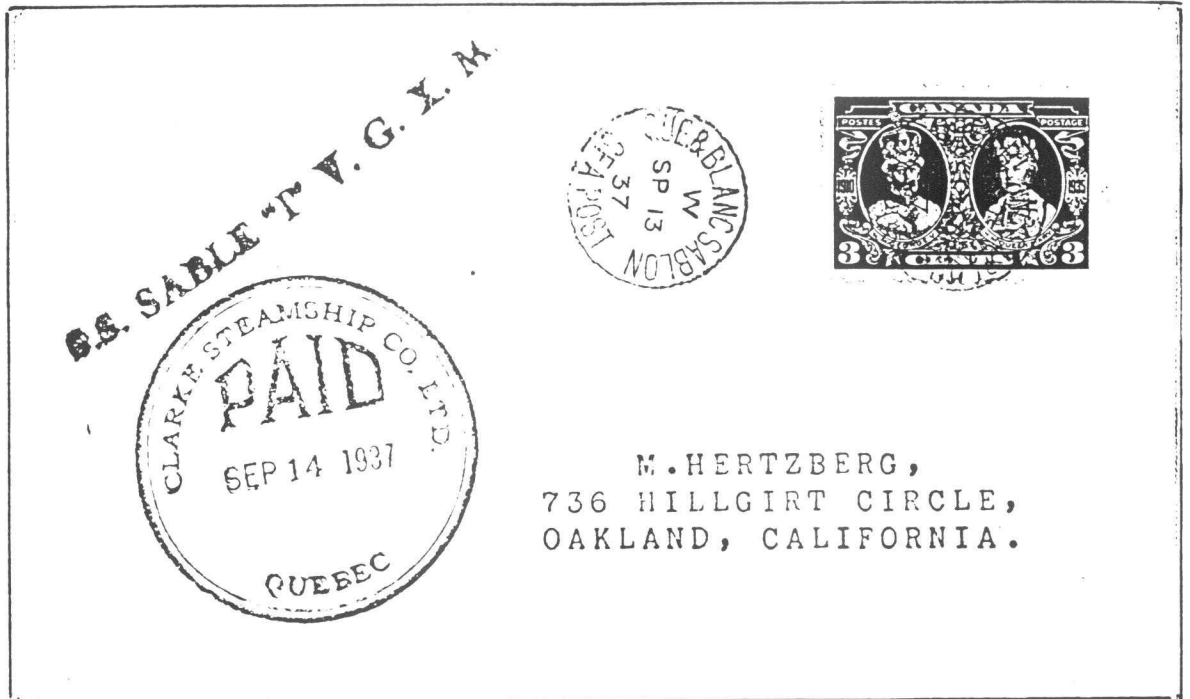
Item 67. QUE & BLANC SABLON SEA POST to Labrador

This example of Q185A, is from Kevin O'Reilly's collection. It is dated E / MY 3 / 33, an error in the year, as the letter originated at St. Johns, N'FLD on April 8, 1935. It was forwarded to Quebec in hopes of connecting with the winter dog team service, but was held for the opening of navigation, and carried by the *North Voyageur* to Blanc Sablon. From Blanc Sablon to Battle Harbour, it would likely have traveled on the Newfoundland Coastal North T.P.O. service aboard the steamer *Sagona*.



Item 68. QUE & BLANC SABLON SEA POST from S.S. Sable "I"

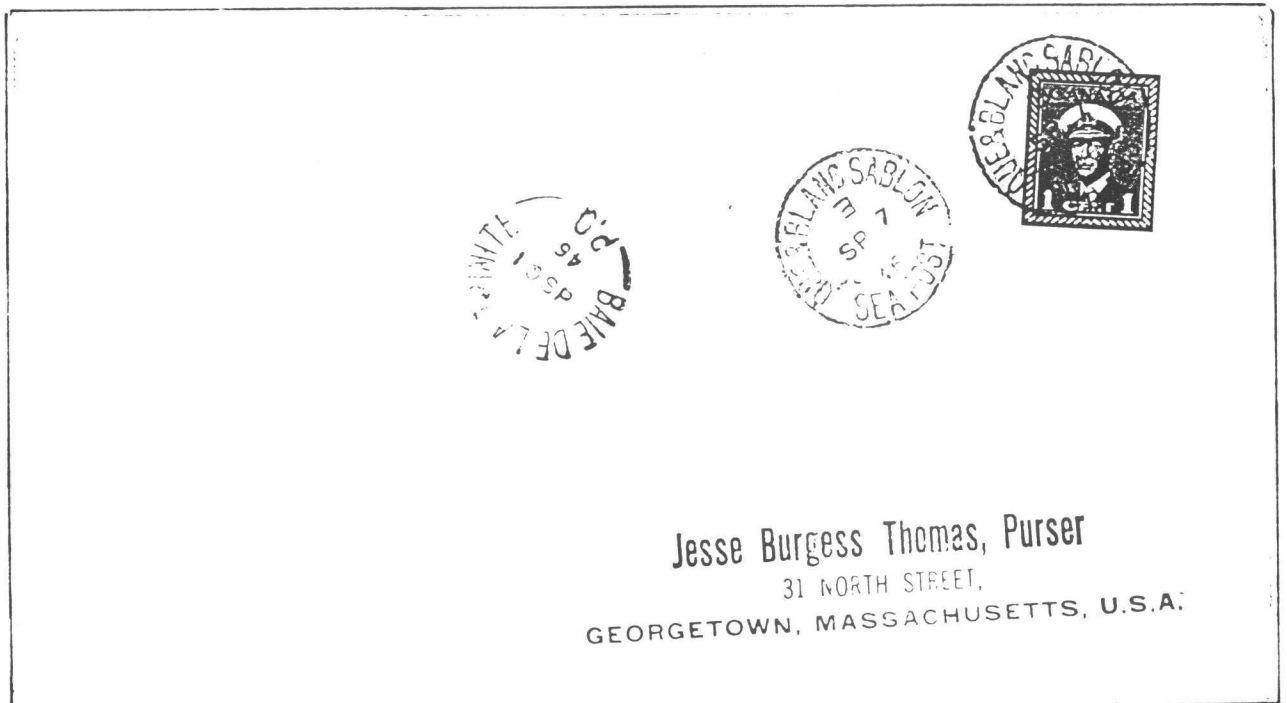
This example of Q185A, QUE & BLANC SABLON / SEA POST, is dated W / SP 13 / 37, and shows this handstamp now being used on board the steamer, Sable "I". I have no idea what the V.G.X.M. stands for.



M. HERTZBERG,
736 HILLGIRT CIRCLE,
OAKLAND, CALIFORNIA.

Item 69. QUE & BLANC SABLON SEA POST

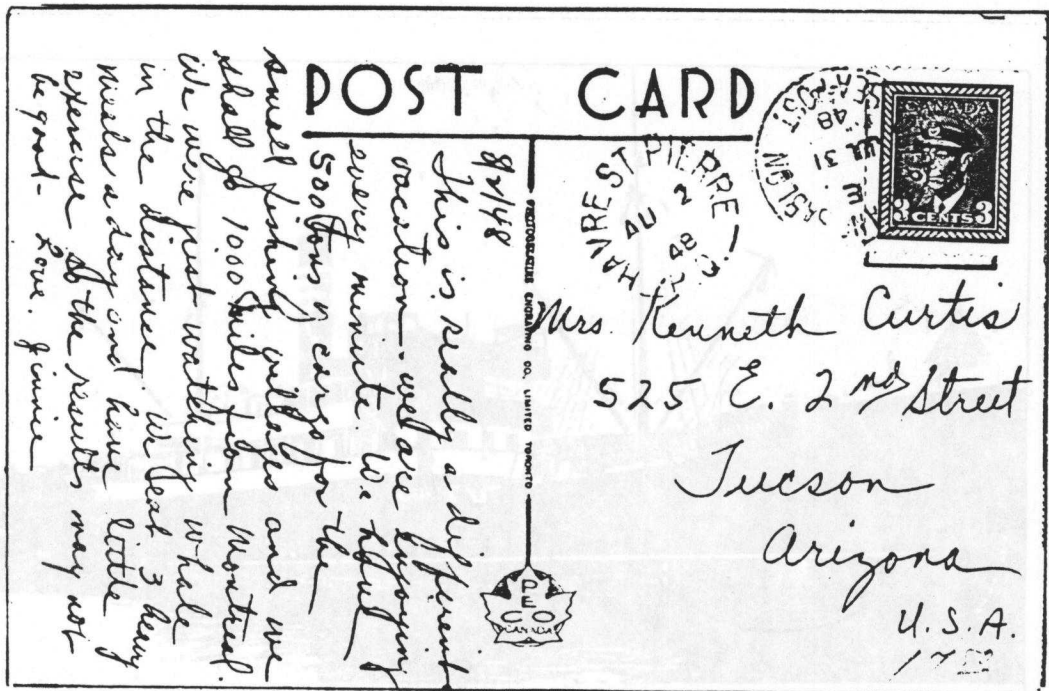
This example of Q185A, QUE & BLANC SABLON / SEA POST, is dated E / SP 7 / 46, with the "E" inserted upside down. This letter entered the mails at Baie de La Trinite on SP 10 / 46.



Jesse Burgess Thomas, Purser
31 NORTH STREET,
GEORGETOWN, MASSACHUSETTS, U.S.A.

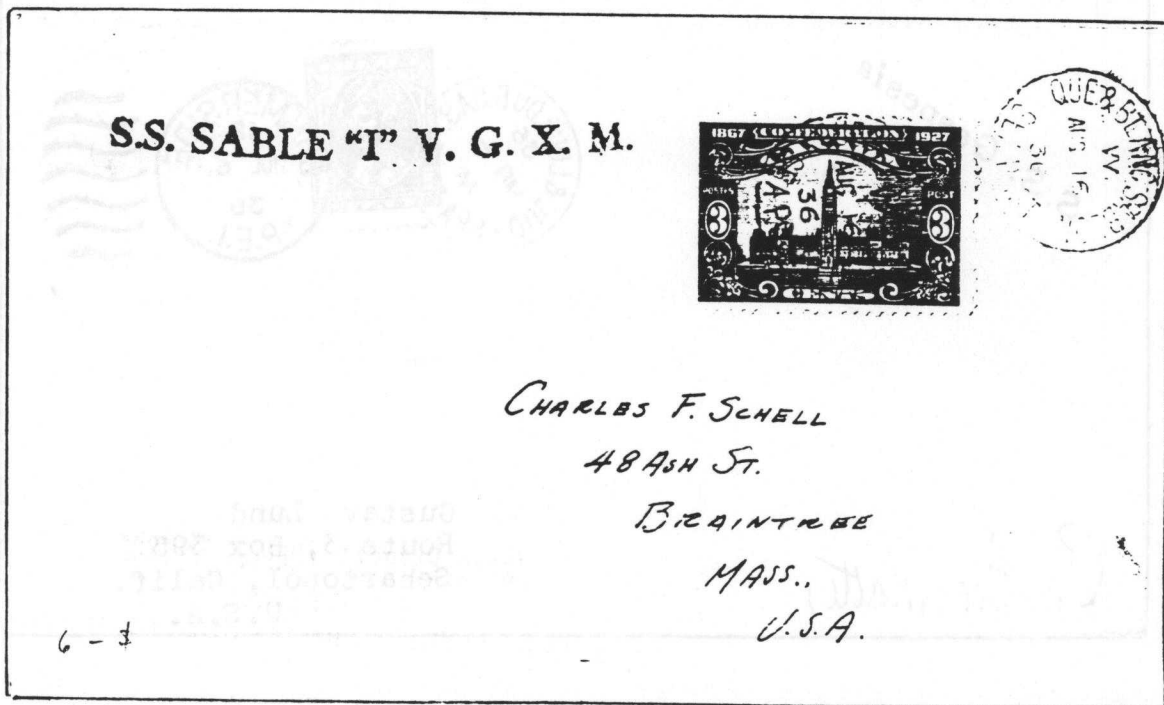
Item 70. QUE & BLANC SABLON SEA POST – Commercial mail

A commercial postcard bearing an example of Q185A, QUE & BLANC SABLON / SEA POST, dated E / JUL 31 / 48. The card entered the mails at Havre St Pierre on AU 2 / 48. The boat at this time was probably the *North Trader*.



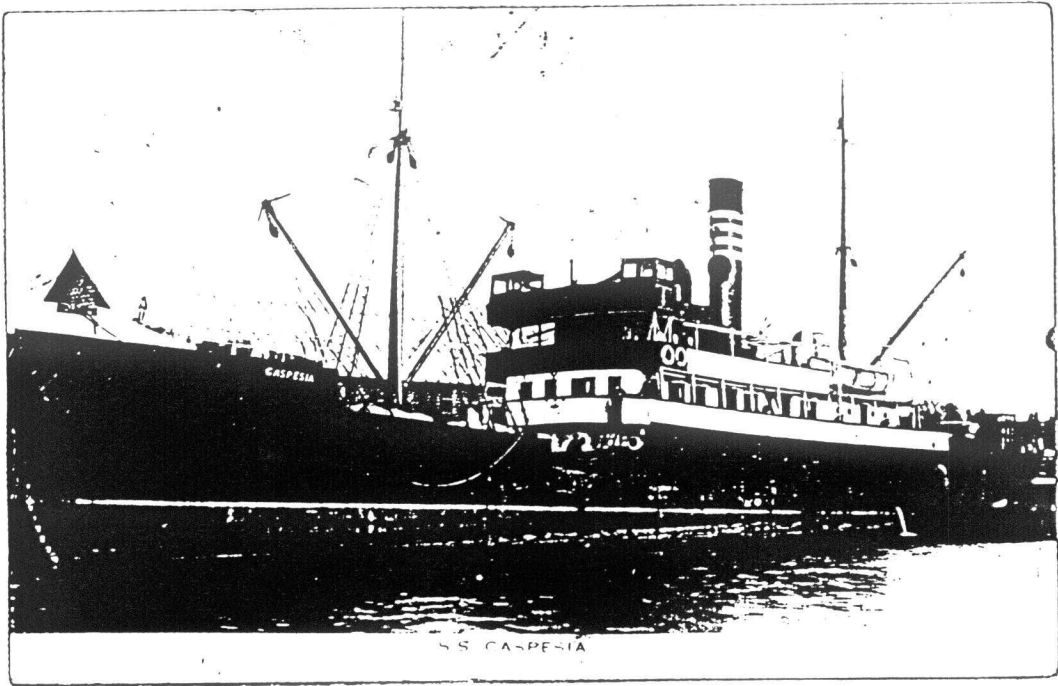
Item 71. QUE & BLANC SABLON SEA POST from S.S. Sable "I"

This example of Q185A, QUE & BLANC SABLON / SEA POST, is dated W / AUG 16 / 36. The handstamp was used on board the steamer, *Sable "I"*.



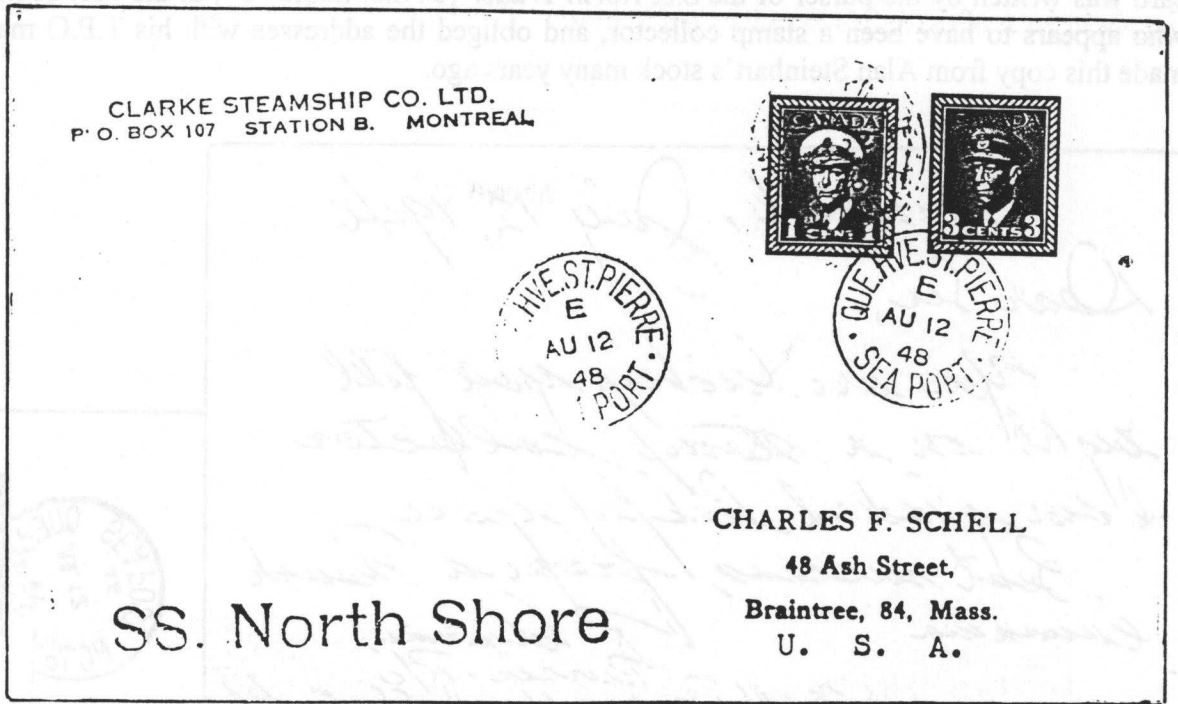
Item 72. QUE & LOUR. DU B. SABLON SEA POST from S.S. Gaspesia

This example of Q214, QUE & LOUR. DU B. SABLON / SEA POST, is dated W / MR 4 / 36 and is clearly out of date as the Summerside, P.E.I. handstamp is dated 12 / JUL 6 / 36. Posted on the S.S. Gaspesia, both of the ship's markings are in blue.



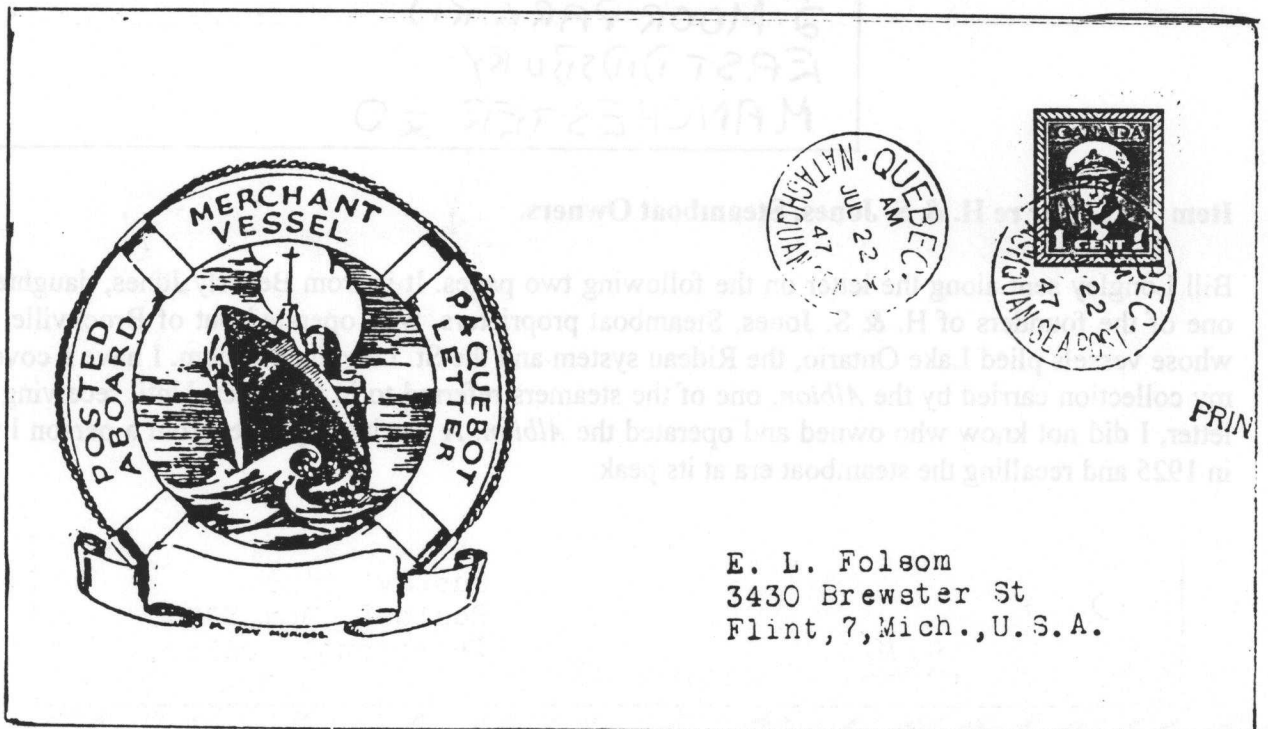
Item 73. QUE. HVE. ST. PIERRE SEA PORT from S.S. North Shore

One of the scarcer markings, this example of Q185C, QUE. HVE. ST. PIERRE / SEA PORT, is dated E / AU 12 / 48, and shows this handstamp being used on board the steamer, *North Shore*. Note the misspelling of PORT for POST. Recorded period of use is 1946-48.



Item 74. QUEBEC NATASHQUAN SEAPOST

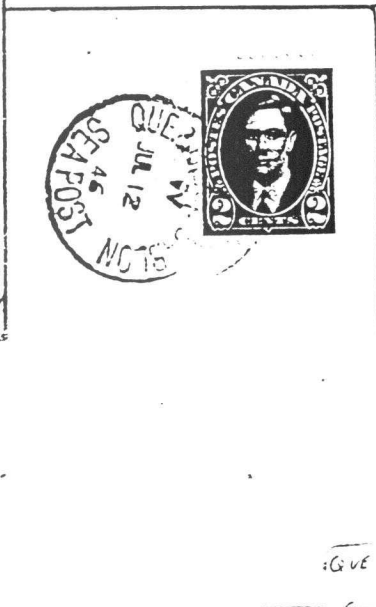
Below is an example of Q220A, QUEBEC / NATASHQUAN SEAPOST / AM / JUL 22 / 47. This hammer was proofed on FE 17, 1939. Examples are relatively scarce.



Item 75. QUE & BLANC SABLON SEA POST from S.S. North Trader

This example of Q185A, QUE & BLANC SABLON / SEA POST, is dated W / JUL 12 / 46. The card was written by the purser of the *S.S. North Trader* (ex *S.S. Sable "I"*) at the port of Montreal, who appears to have been a stamp collector, and obliged the addressee with his T.P.O marking. I made this copy from Alan Steinhart's stock many years ago.

Montreal, July 12, 1946
Dear Sir,
If you are lucky, you fell
right on a stamp collector
& I am glad to help you
Get success, from a French
Canadian
E. Laprade,
Purser - P/O
S.S. North Trader, Canadian Pacific Co. Ltd.



CYRIL (M)
2 MOOR PARK RD
EAST DIDSBURY
MANCHESTER 20

Item 76. Letter re H. & S. Jones, Steamboat Owners.

Bill Longley sent along the letter on the following two pages. It is from Beverly Jones, daughter of one of the founders of H. & S. Jones, Steamboat proprietors, who operated out of Brockville, and whose vessels plied Lake Ontario, the Rideau system and the St. Lawrence system. I have a cover in my collection carried by the *Albion*, one of the steamers referred to in the letter. Until receiving this letter, I did not know who owned and operated the *Albion*. A fascinating letter from a person living in 1925 and recalling the steamboat era at its peak.

JONES & LEONARD,

BARRISTERS & SOLICITORS.
CANADA PERMANENT CHAMBERS.
18 TORONTO STREET TORONTO.

Beverly Jones. C. J. Leonard.
C. Frank Leonard. J. D. Hoyle Leonard.

ELGIN 3925

ELGIN 3028

TELEPHONE ~~MAIN 2512~~

CABLE ADDRESS "LEONARD"

Canada Permanent Mortgage Corporation:
Solicitors Office for Ontario

Toronto 2, October 10, 1925.

RE _____

H. R. Morgan, Esq.,
The Recorder and Times,
Brockville, Ont.

My dear Mr. Morgan:

I am much obliged to you for the extract from the Brockville Gazette of April 23rd, 1830. It is very interesting. My father was then twenty^{Eight}-five years old. He got married in 1829.

I do not remember the Steamer "Dalhousie". I do not think that it was one of the steamers of H. & S. Jones. The only ones I remember are the "Albion" and the "Pilot" which were of the size of the Rideau Canal and not large enough to go across Lake Ontario. Afterwards ^{H. & S.} they built the "Dawn" at Brockville about 1847 preparatory to the opening of the St. Lawrence Canals. I think you will find a description in the Recorder of about that time of her being launched at Brockville, for I remember quite a demonstration at the time. A champagne lunch was given on board the "Albion" which towed the "Dawn" ashore after being launched. After that they built the first propeller named the "Protection" which was built down in a yard where the Boat Club now stands, the "Dawn" having been built in Parkin's shipyard just east of the Water Works, then Colton's foundry. After that they built the "Oshawa" which was

a very fast propeller; then the "Ranger" which was what they then called a "Polliwog". The "Dawn" having guards made her too wide to go through the Welland Canal, but the "Polliwog" was a ^{walking beam} steamer in which the paddle wheels were near the stern and were let into the hull, so that the paddle boxes were flush with the forward part of the boat. *so that she could go through the Welland Canal.*

After that they built the boat called the "Whitby" which was one of the first low pressure propellers or screw boats. The "Oshawa" and most of the propellers were high pressure. *There was a daily line of these noisy propellers from Ogdenburg to Chicago of the Northern Transportation Coy.*

I am much obliged to you for the information regarding the levels of the River. It confirms my own view. I measured the water at Rockford last summer with an old employee at the place who was familiar with the water at the boat house for more than twenty years, and we came to the conclusion that we had seen it even lower than it was last summer. We had an old tradition ^{extending back to years} that the water went up and down in seven years, for what reason we never were able to determine, but it was vaguely said that it was all caused by Lake Superior.

I am planning to go to Brockville on Friday next if the weather is nice, and spend the week end there.

Yours truly,

BJ/W.

Beverly Jones