

# Nautical Times



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

---

Number 2

June 1999

---

Editor: Bob Parsons

4 Freeman Road, Markham, ON L3P 4G1

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

Treasurer: Michael Reid

Box 283, Schomberg, ON L0G 1T0

Phone: (905) 939-7335

---

The first newsletter received favourable review from several people. Thus, we will continue the format with this, the second issue. Please note, that for the time being, the newsletter will be published quarterly. One of those offering positive feedback was Cimon Morin. Cimon also mentioned the National Archives website. I checked it out and found it to be an excellent reference site. It contains a Post Office database with opening/closing dates and a record of postmasters. The Archives photographic holdings are listed. Just key in the word **ship** or **steamer** and you will get about 1500 results. It also contains much detailed description of the various Record Group holdings. Well worth a look. Its at [www.archives.ca](http://www.archives.ca)

Members provided further thought on scope and suggestions for study areas. Following a discussion with Bill Walton, I tend to agree that paquebot markings relate more to sea mail than to inland or coastal, and should not form part of the scope of this study group. With that exception, everything else is fair game. Michael Reid has volunteered to develop and maintain a bibliography of ship related material. Michael also suggested a Q&A forum. This, I believe, can be accommodated through the format of the newsletter.

One area of particular interest to me is the Upper Great Lakes. I have not seen very much material from this area, particularly nineteenth century boat markings. I would like to see a roster developed over time. This issue of the newsletter kicks off the roster with two markings I have only seen in pictures. Even more elusive is mail from Lake Erie. Bob Smith has sent along a few items from this area which I will include in a future newsletter. This issue features the Ottawa River steamers. The next issue will be devoted solely to the R. & O. Navigation Company. I received a wonderful display of cards with boat markings from Bill Walton, which will form the nucleus of the study. I can add a few to Bill's, and if other members have **any** R. & O. material, please send copies for the next issue (September).

I will be attending the BNAPS convention in Vernon, B.C. in September and am exhibiting an 8-frame, just remounted/retyped, collection of Ontario/Quebec steamboat mail. If other members are attending the convention, perhaps we'll meet.

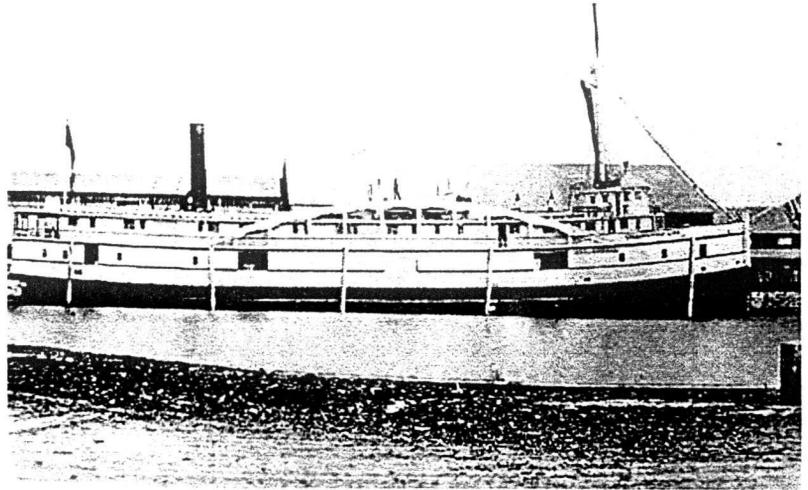
**Item 9. Steamer *City of Owen Sound***



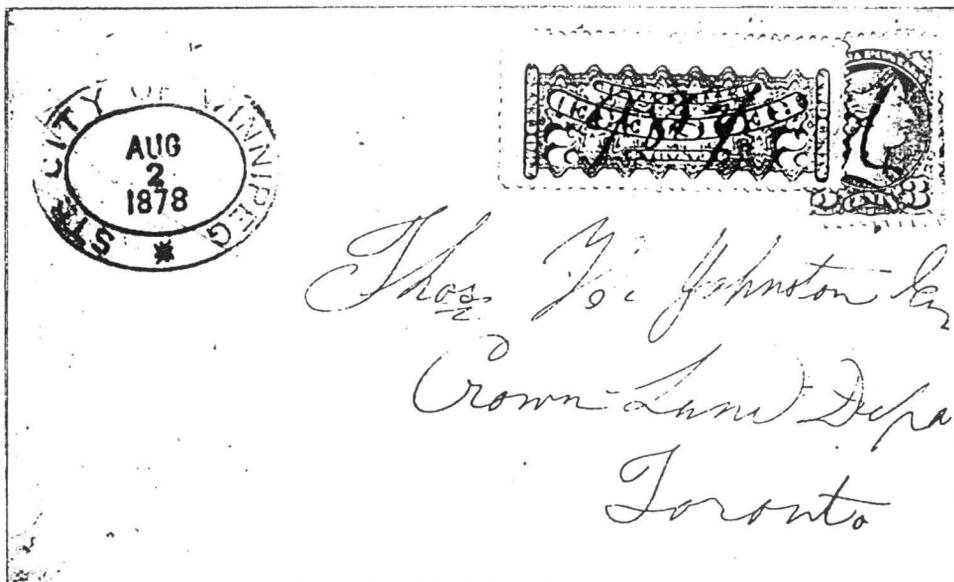
The *City of Owen Sound* was built 1875/76 at the town of the same name for the Canada-Lake Superior Transit Company. She was joined in 1878 by the *City of Winnipeg*. Their route lay between Collingwood and the head of Lake Superior. During the late seventies and early eighties, they were busy transporting supplies up the Lakes for C.P.R. construction activities. The cancellation on piece shown here sold in R.A. Lee sale #43, 1987.

**Item 10. Steamer *City of Winnipeg***

The former *Annie L. Craig*, built at Gibraltar, Michigan in 1870. Acquired by the Canada-Lake Superior Transit Company in 1878. Burnt in July, 1881 at Duluth, Minnesota. The cover illustrated here is copied from James W. Milgram's *Vessel-Named Markings on United States Inland and Ocean Waterways 1810-1890*. Here it was described (I believe incorrectly) as the ex *Minnesota*, which operated on the Red River, and had a brief life on Lake Winnipeg as the *City of Winnipeg* in 1881.

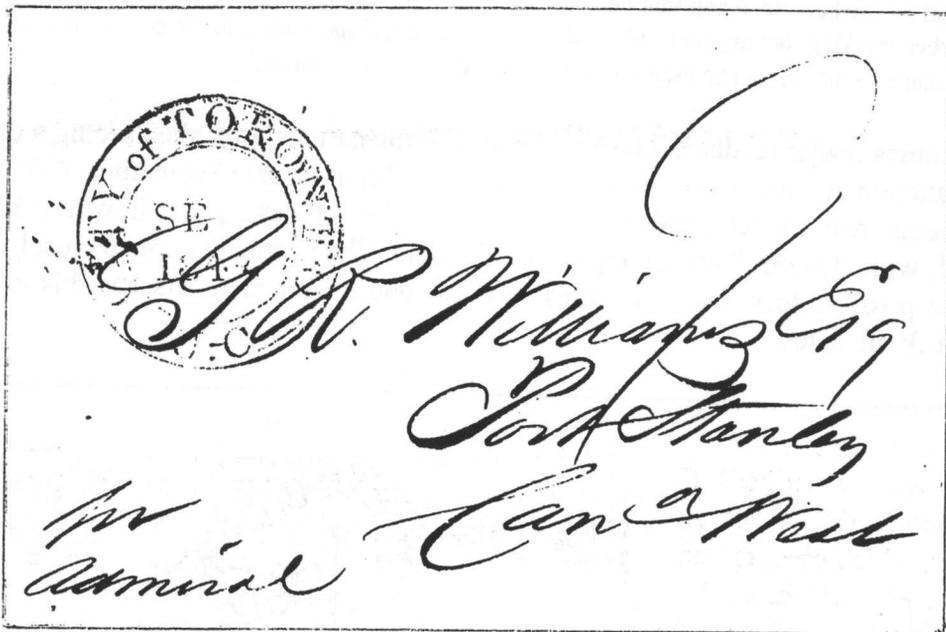


The *City of Winnipeg* at Collingwood, Ontario, ca. 1878-1881.  
Edward Dowling Collection, University of Detroit Marine Collections.



## Response to Item 1. Cross-lake Service to American Ports

Bob Smith provided the cover below in response to Item 1, Cross-lake Service to American Ports. This is a letter from Oswego, New York, favoured via the steamer *Admiral* to Toronto. The *Admiral* was serving the Hamilton, Toronto, Oswego route. It was postmarked at Toronto, rated 9 pence, and sent on to Port Stanley, Canada West. Bob collects Elgin County postal history, thus the Port Stanley connection. On the reverse is a red Port Stanley, U.C. double split circle, manuscript dated September 10, 1844. A nice scarce item for this route.



## Additional response to Item 1. Cross-lake Service to American Ports

A small 1843 advertising card for the Steamboat *America*, showing sailing times and the route. From the Bethune Papers, National Archives of Canada

**1843. CANADA via Rochester 1843.**  
**LAKE ONTARIO STEAM NAVIGATION,**  
**THE STEAM-BOAT AMERICA,**  
**CAPT. H. TWOHY.**

Leave ROCHESTER Landing, for TORONTO & HAMILTON,  
 Monday, Tuesday, Thursday, and Saturday morning at 8 o'clock, touch-  
 ing at Cobourg, Port Hope, Bond Head, Darlington, and Whidby.

This is the correct route to almost every quarter of Canada west of  
 Kingston.

The subscriber, (Geo. WILKIE,) is authorized by Her B. Majesty's  
 Consul in New-York to advise and direct all British Emigrants destined  
 for Canada, in respect to their proper route &c., from New-York to the  
 place of their destination: and is also the duly authorized Agent of the  
 Lake Ontario Steam-Boat Line of D. Bethune, Esq.

Passage Tickets from Rochester to any of the Canada Ports on Lake  
 Ontario, may be had of him by applying at the

Office, No. 9 Coenties Slip, New York.

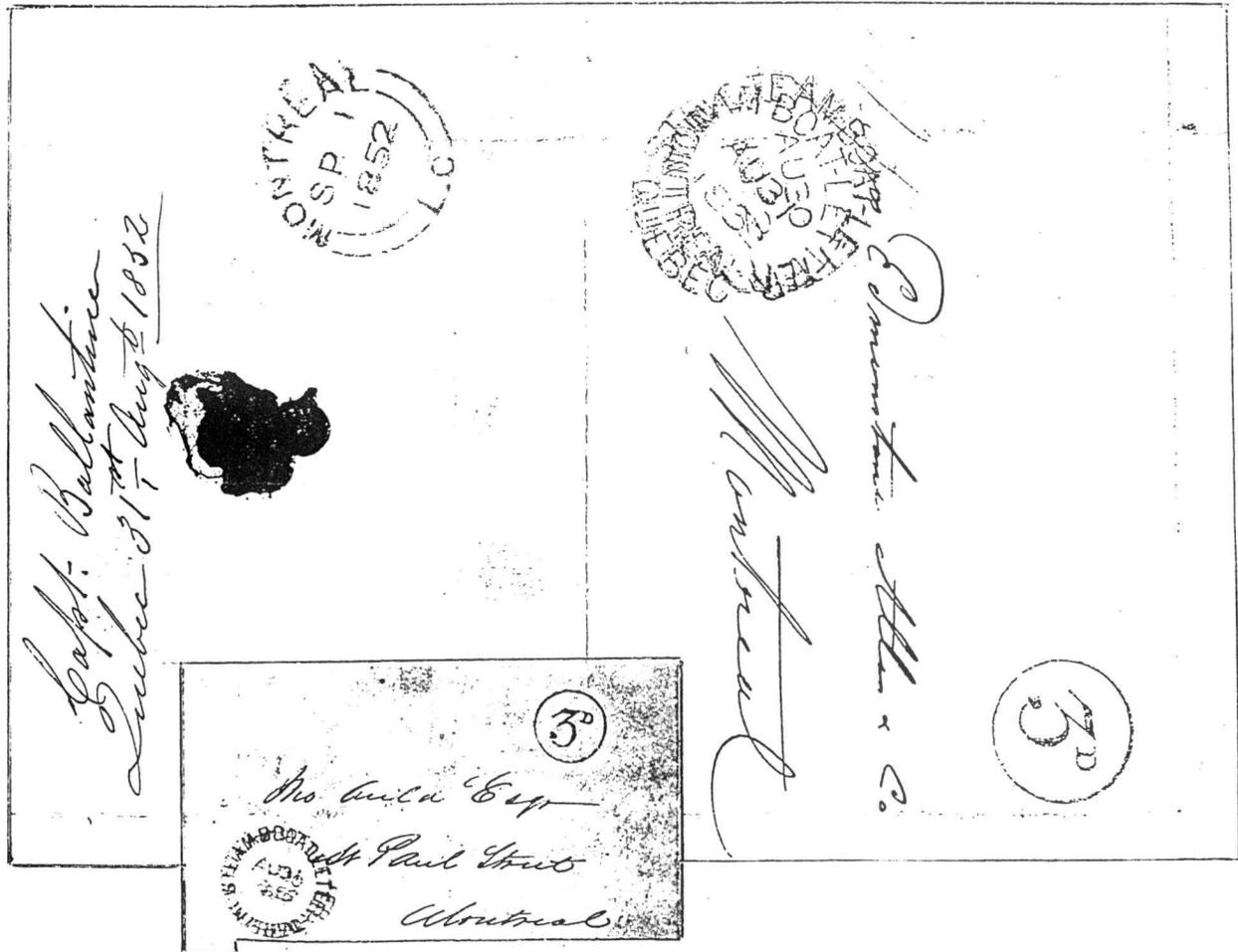
GEORGE WILKIE, Agent.

# Item 11. Two Steamer Cancels on One Letter

Michael Reid sent in the cover below, illustrating two different steamer cancels; one Montreal and the other Quebec. Mike writes:

"I have never seen a steamer letter with 2 cancels indicating travel in opposite directions especially with one of the cancels dated the day before the letter was written. The only explanation that I can come up with is that the letter was deposited in the mailbag at the steamerboat in Quebec on August 31, 1852. The mail conductor accidentally used the same handstamp ("Montreal" dated Aug 30, 1852) that he had used the previous day for the trip from Montreal to Quebec. Realizing that he had used the wrong handstamp, he overstruck the "Montreal" marking with the Quebec marking (having changed the date in the "Quebec" handstamp to the correct date of Aug 31, 1852) which is the marking that should be used on the trip from Quebec to Montreal."

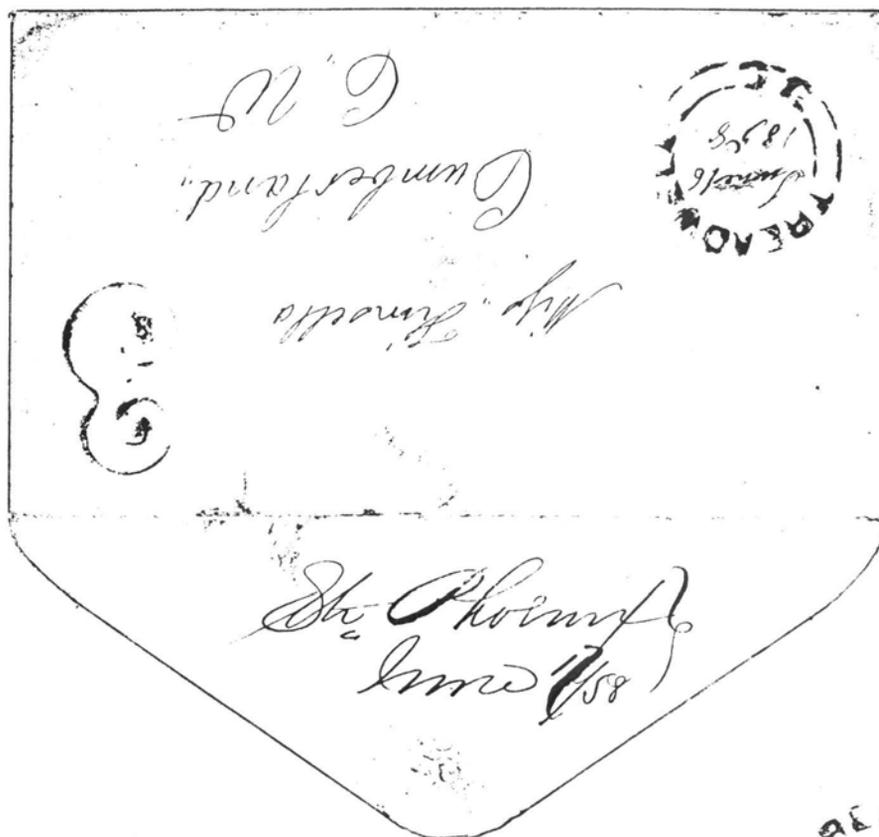
Mike welcomes reader feedback on possible other explanations. I recalled seeing a double cancel in a prior auction and turned up the small photo from Maresch sale September, 1995. Amazingly, it is the same two cancels with the same dates. The lot description however has the dates transposed, with "Quebec" containing the earlier date. The postmarks are so closely aligned that it might be possible to mix up the dates. Perhaps one of our members has this cover and can double-check the dates.





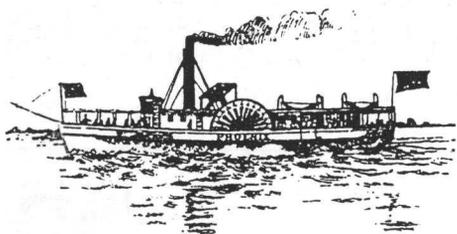
# MANUSCRIPT STR. PHOENIX - 1858

This letter was posted at Treadwell, U.C. on the Ottawa River on June 16, 1858. Carried by steamer up-river to Ottawa, then placed on the steamer again to go down-river to Cumberland. Post Office Conductors had just started serving on board the Ottawa River steamboats and, prior to acquiring their official handstamps, were using a manuscript notation. The letter illustrates use of the manuscript *Str Phoenix*, dated June 17/58, and is one of three recorded examples.

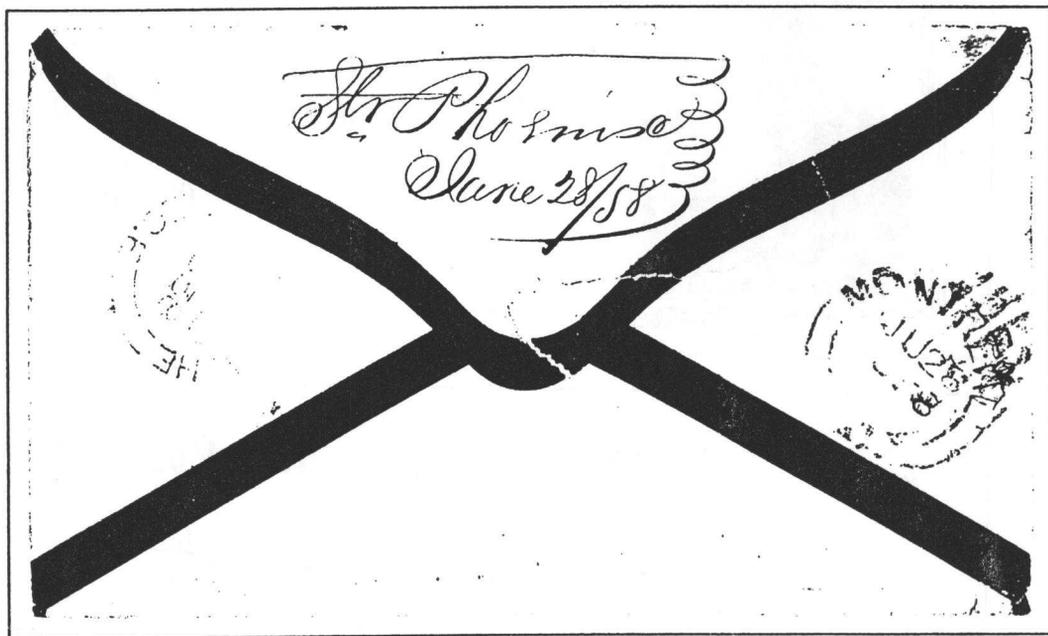


Treadwell, U.C.  
to Cumberland C.W.,  
carried by *Str Phoenix*, June 17, 1858.

## OTTAWA RIVER STR. PHOENIX - 1858



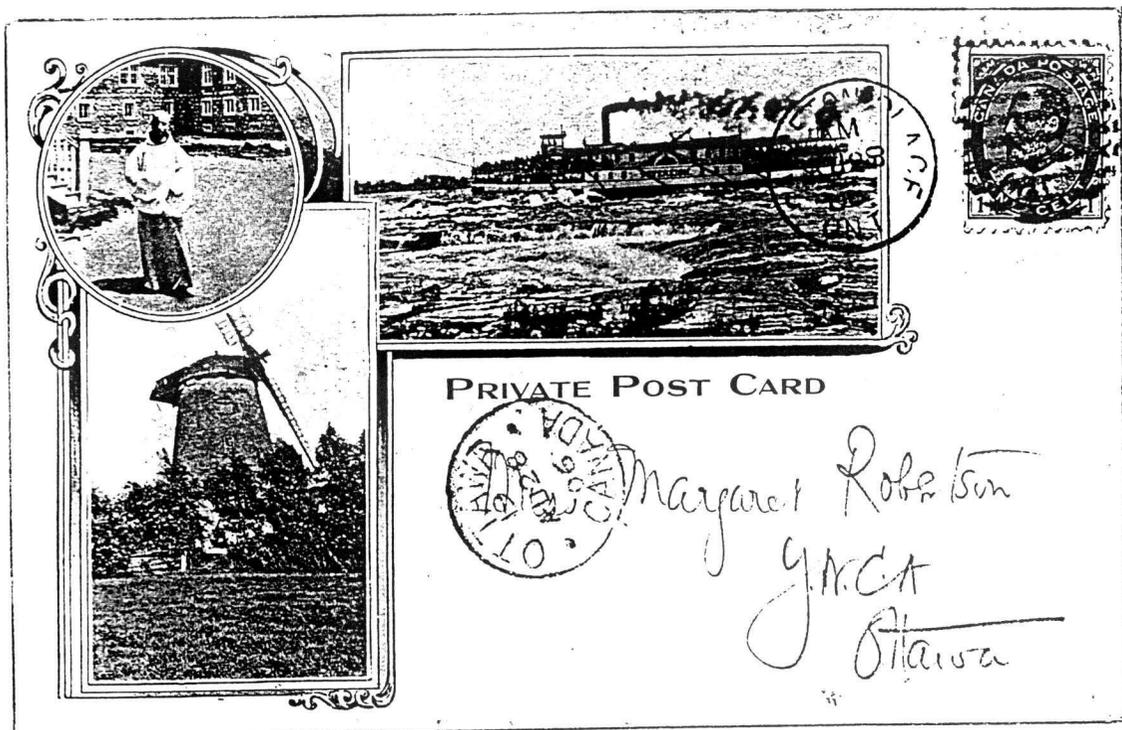
Originating at Papineauville, L.C. on June 28, 1858, this letter was carried by the steamer *Phoenix* to Grenville, overland to Carillon, and from there to Montreal by another steamer. The letter reached its final destination, St. Eustache, C.E. on June 29, 1858. On the upper part of the Ottawa river, it was sorted by the boat's Post Office Conductor, who recorded this with the manuscript *Str Phoenix*, dated June 28, 1858.



Papineauville to St. Eustache by Ottawa River steamer *Phoenix*, June 28, 1858.

Item 13. Ottawa River Navigation Company Postcards

Bill Walton sent in the following series of cards advertising the Ottawa River Navigation Co. These are both scarce and very nice. The postcard below is postmarked at Carleton Place/AM Aug 28/06. Two illustrate the route and schedule of the steamer *Empress*.



HEAD OFFICE:  
MONTREAL

**Ottawa River Navigation Co.**

MONTREAL AND  
OTTAWA LINE

C.P.R. Station, Ottawa.

Am leaving for C-Place (5:40 AM)  
 today to go out to Carleton for  
 a few days. I do am taking early train.  
 I intended to write you this morning but  
 had to make a rush to the station - just 2  
 minutes to spare. Love the  
 H.C.

# PRIVATE MAILING CARD

## S.S. EMPRESS

Every Sunday (and beginning June 28)

Daily except Mondays and Fridays

Up the Ottawa River to Oka and Hudson  
and returning via Lachine Rapids.

All day trip. Fare \$1.50 (including Rapids)

Rapids only (from Lachine 5.00 p.m.)

Fare \$1.00

(Daylight Saving Time)

Telephone Main 0513. 166 Common St.  
Montreal.

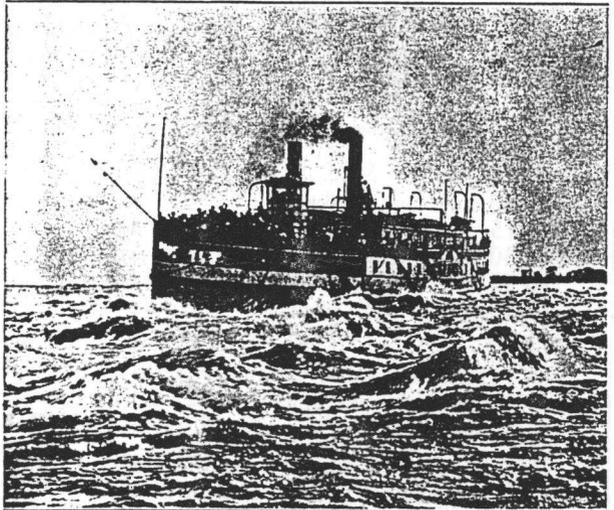
Steamer for charter day or evening.

*Steamer  
Empress*

*12/22*

<i>Read Down</i>	Montreal	<i>Read Up</i>
		McGill St.
	(Daylight Saving Time)	
9.00 a.m.	Duke St.	6.30 p.m.
9.15 "	Seigneurs St.	via
9.30 "	Cote St. Paul	Rapids
10.40 "	Lachine Wharf	5.00 p.m.
12.00 p.m.	St. Ann's	3.30 "
12.40 "	Oka	2.45 "
1.00 "	Hudson	2.30 "

Lachine Electric Cars up to 9.40  
a.m. and 4.20 p.m. connect with  
steamer at Lachine Wharf.

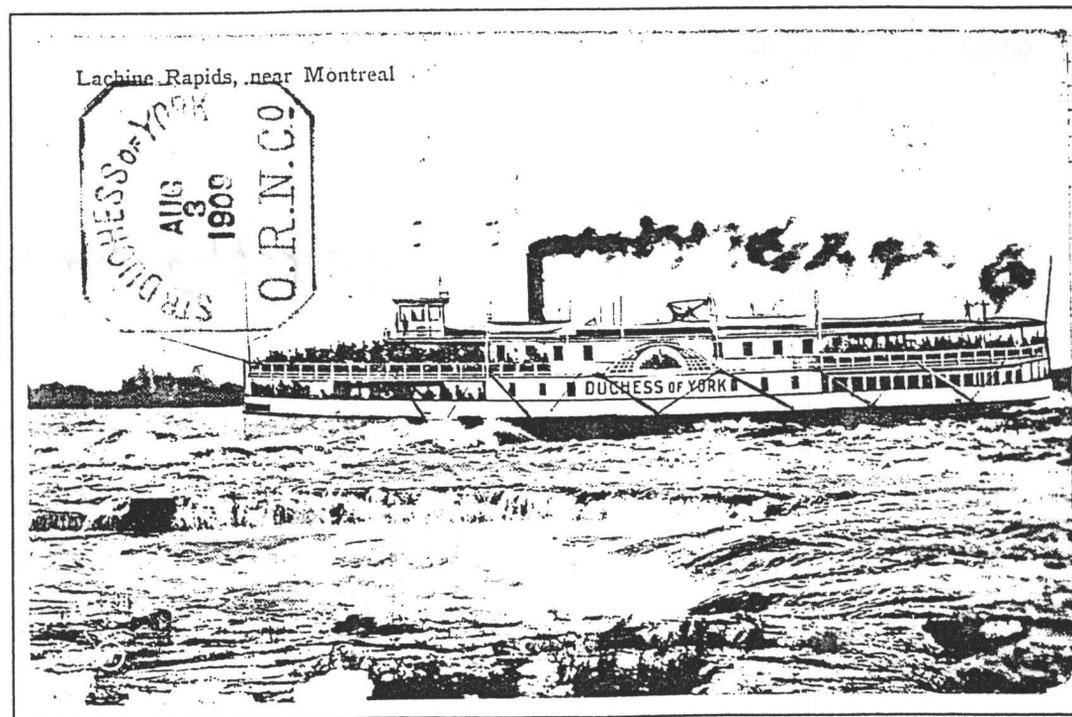
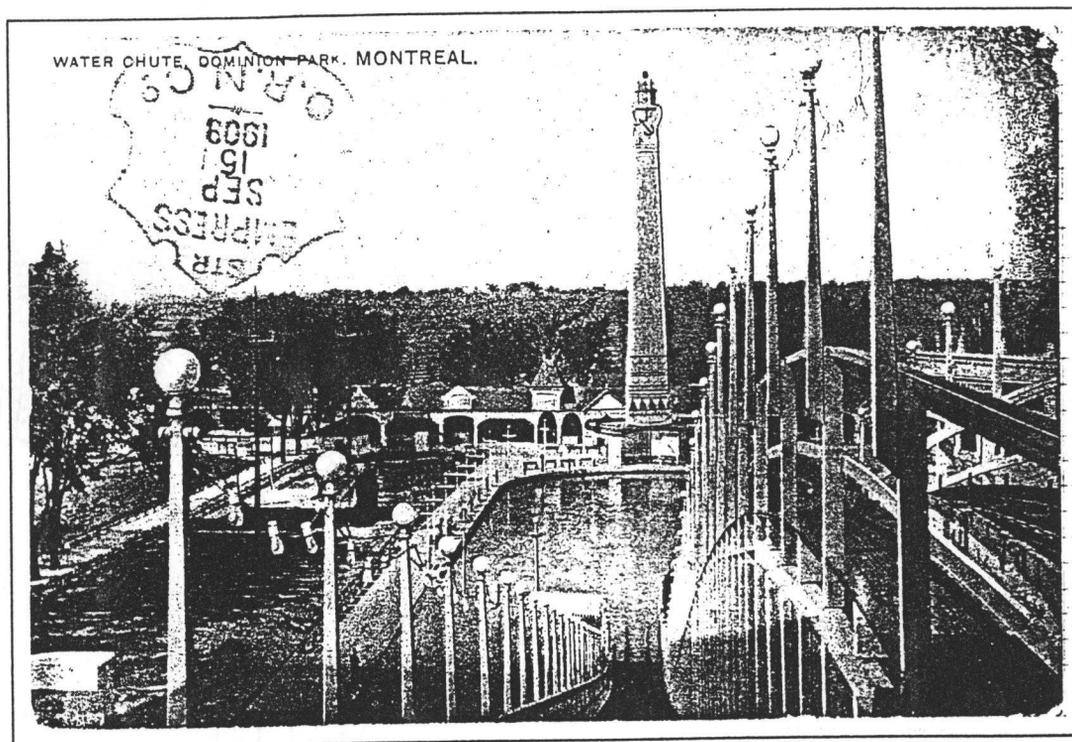


Steamer "Empress" Shooting Lachine Rapids.



Item 14. O.R.N.C<sup>o</sup> Steamers *Empress* and *Duchess of York*

Rounding out the Ottawa River Navigation Company postcards, here are two that I acquired as a pair and wrote up in the PHSC Journal.



**Item 15. Ottawa River Navigation Company - 1897**

One more item from Bill Walton is this nice advertising c.c. for the Ottawa River Navigation Co., dated at Montreal on June 7, 1897.

