



Nautical Times



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

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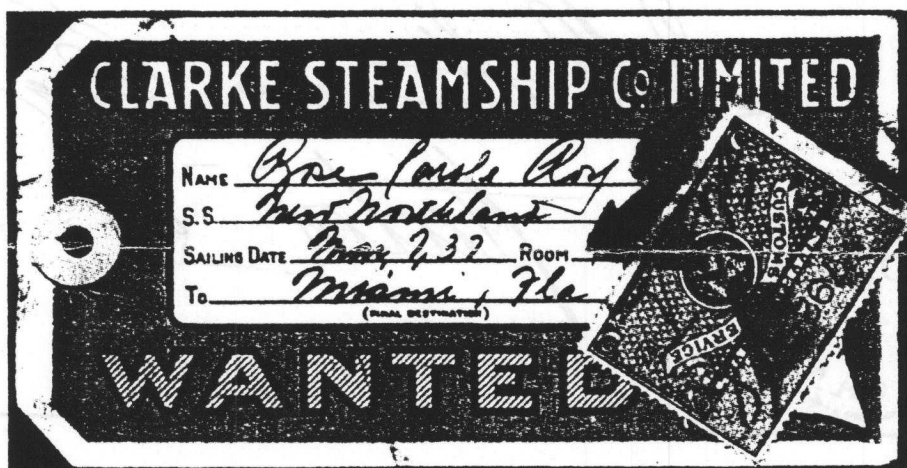
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My apologies for getting this issue out so late. In large part due to the after-effects of moving. New address and telephone number are posted above.

This issue continues the Clarke Steamship Company, with the focus on the cross-river service. I found the photo below in a recent issue of Scott's Stamp Monthly and couldn't resist pasting it in here. It illustrates a baggage tag issued by the Clarke Steamship Company on March 7, 1937, aboard the steamer *New Northland*. Attached to the tag is a U.S. Customs Baggage Stamp. By regulation, the stamp should have been affixed to the actual item of baggage, but fortunately for future collectors it ended up on the tag instead. A nice item for those who collect Clarke Steamships.



Two of our members highly recommend a new book about steamboats. It is entitled:
STEAMBOAT CONNECTIONS Montreal to Upper Canada 1816-1843, Frank Mackey, McGill – Queens University Press 2000.

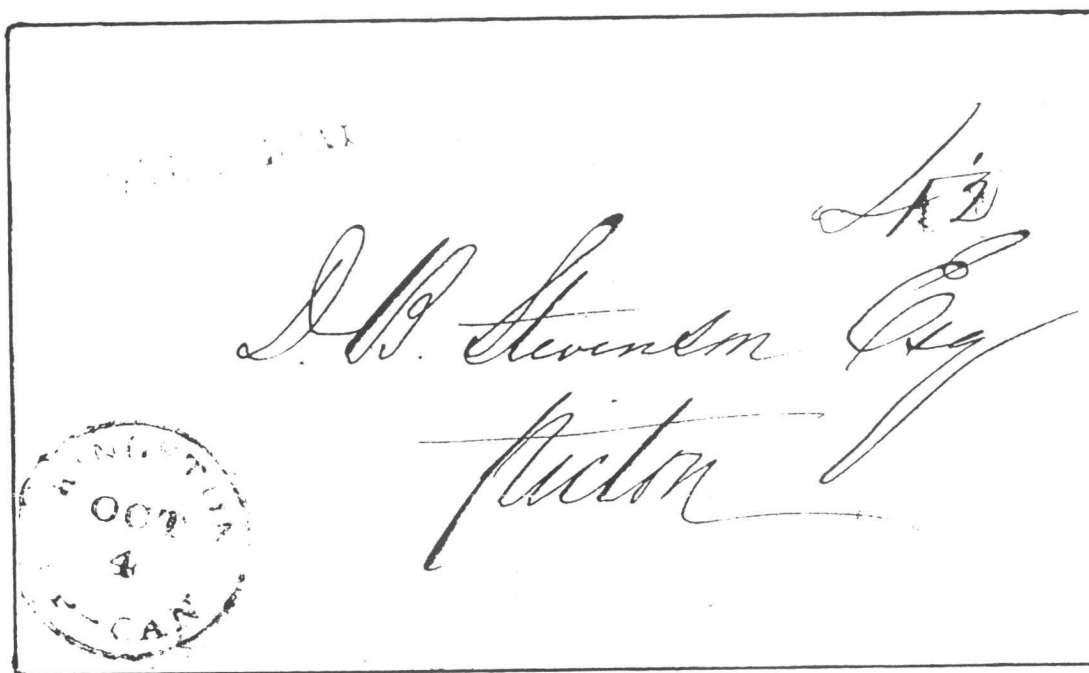
I can highly recommend two books that cover steamboats in the Temiskaming area. They are:
Bruce W. Taylor, *The Age of Steam on Lake Temiskaming*, published by the Highway Book Shop in Cobalt, Ontario.
Richard Tatley, *NORTHERN STEAMBOATS Timiskaming, Nipissing & Abitibi*, The Boston Mills Press.

Item 77. Kingston Straightline STEAMBOAT – Earliest Date?

Bruce Graham sent in this early example of the Kingston straight-line STEAM BOAT handstamp. It is on a single folded letter datelined Montreal 30 Sept 1839 and entered the mails at the Kingston post office on OCT 4 as noted by the KINGSTON UP-CAN c.d.s. (31mm) of that date. It was a collect letter and was rated 4½ currency, in black, the rate for distances of up to 60 miles. This was not however, the correct rate from Montreal.

The question that arises here is this:

Was this letter stamped as an inbound STEAMBOAT letter carried by St. Lawrence steamer, or, is it an outbound steamer (Lake) from Kingston calling at Picton. Either way, two things are apparent about this letter. First, it traveled west, either to or from Kingston, a rarity for this marking. Second, it is certainly the earliest example I have seen, and is perhaps the earliest recorded. My earliest was July 1840, incidentally coming from Picton. The old Canada Specialized Catalog had 1840 as the earliest year of use. Bruce's example predates all of these.



Item 78. STEAMBOAT-LETTER-MONTREAL – Hammer No. 3

Bruce also sent in this cover bearing the small STEAMBOAT-LETTER-MONTREAL, clerk No. 3, handstamp, dated JY 25 1850. The letter was traveling from Montreal to Williamsburg West, for which it was rated 9 pence. It arrived at Williamsburg West on JY 26 1850 (backstamp). These Montreal hammers are amongst the scarcest of all the steamboat markings.

Bruce writes: "The letter itself is of interest and reads as follows:"

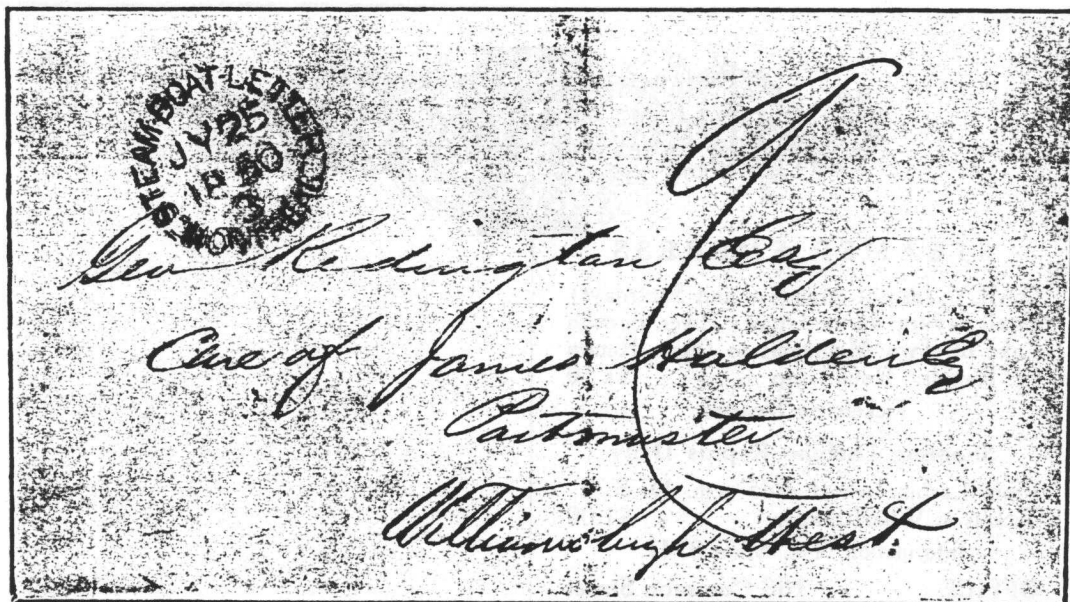
Montreal 24th July 1850.

We found it necessary on Mr. Kennedy's return to discharge the Capt and crew of the *Cornwall* & Mr. Kennedy has gone up to Dundee Saturday to engage another. The boat was ready to go yesterday but cannot get a Tow Boat until tomorrow. We shall have to make a complaint against the proprietors of the Tug Boats if they are not more regular. The *Dundee* got into Laprairie yesterday. Mr. Farlinger will go up to the *Rocket* to see the *Cornwall* landed.

We remain Your obl serts

Mussan & Farlinger & Co.

Bruce continues: "I believe all the vessels therein mentioned were either schooners or barges."



Item 79. Steamer Empress Private Mailing Card

I picked up the postcard below recently. It is one of the O.R.N.Co. advertising cards, showing sailing times of the *Steamer Empress*. It is similar to one of Bill Walton's, illustrated in Issue 2 of our Newsletter, Item 14 (renumbered).

Steamer leaves Duke St. Arrives McGill St.

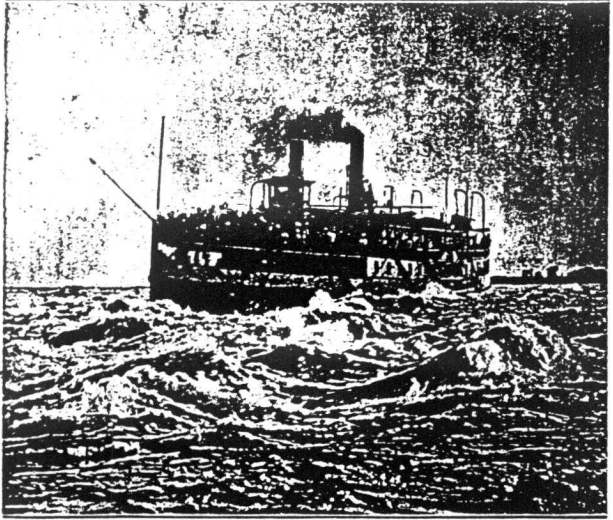
TIME TABLE

(Daylight Saving Time)


Read Down		Read Up
	McGill St.	6.00 p.m.
9.00 a.m.	Duke St.	
9.15 "	Seigneurs St.	via
9.30 "	Cote St. Paul	Rapids
10.40 "	Lachine Wharf	4.45 p.m.
12.00 p.m.	St. Ann's	3.15 "
1.00 "	Oka	2.30 "

Lachine Electric Cars up to 9.40 a.m. and 3.45 p.m. connect with Steamer at Lachine Wharf.

DAILY (except Mondays and Saturdays) to Oka. Shooting Lachine Rapids DAILY. Season begins June 24.



Steamer "Empress" Shooting Lachine Rapids.



STEAMER EMPRESS

DAILY (except Mondays and Saturdays)
an all day trip up the Ottawa River, through
Lake of Two Mountains to Oka. Return
via Rapids. Round trip - - - \$1.50
Tickets on Steamer.

Shooting Lachine Rapids Daily
From Lachine wharf 4.45 p.m. D. S. T.
Tickets at Wharf Station - - - \$1.00
Information, Tel. Main 8741.

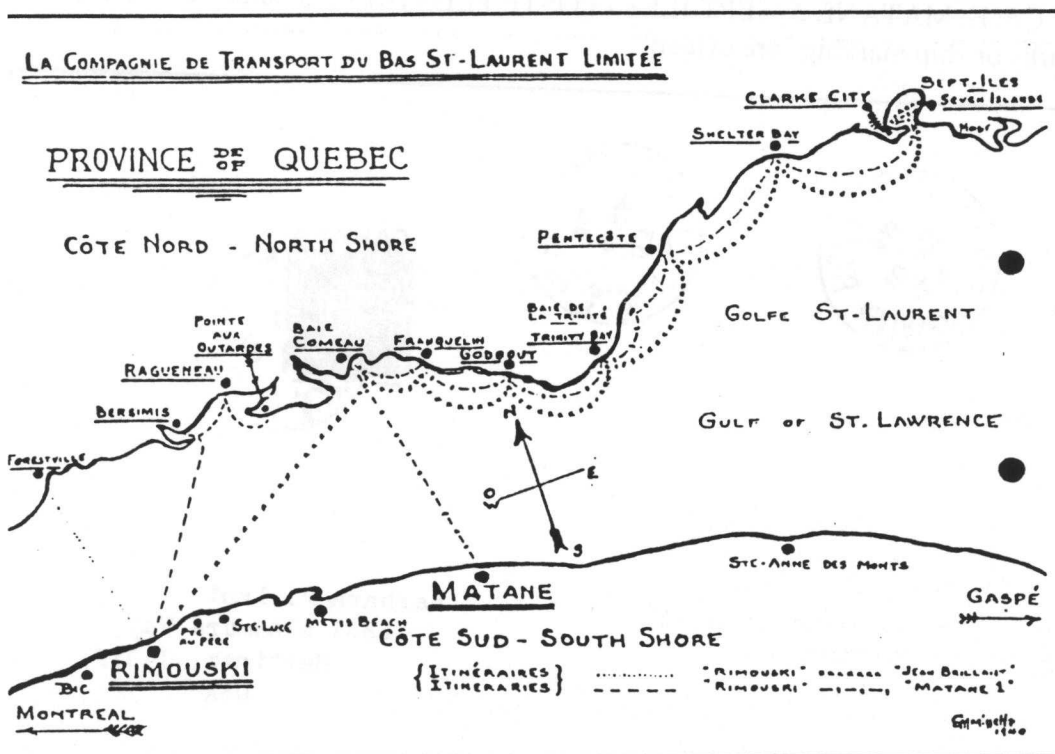
OFFICE - - 166 Common Street
(Corner Duke and Common Street)

Item 80. Clarke Steamship Company – Cross-river Service.

Within the Clarke Steamship organization there were several companies that operated connecting services. These included the Bras d'Or Bay Navigation Co. Ltd., the Riviere du Loup – Tadousac Ferry Co. Ltd., the Magdalen Islands Transportation Co. Ltd., the Charlevoix-Saguenay Navigation Co. Ltd., and the Lower St. Lawrence Transportation Co. Ltd. It is the latter company that provided the boats on the Rimouski to Seven Islands and Matane to Seven Islands services, and it is these boats that resulted in a variety of collectible covers. The Company began operations 1930 with two vessels, the former steam yacht *Mayita* and an auxiliary schooner, *Marco Polo*. In 1935, the Company requisitioned the motor vessel *Jean Brillant* from England and in 1936 they acquired the small m/v *Manicouagan*. In 1938 the m/v *Matane I* was built for the Company, and the following year m/v *Rimouski* was acquired. The Company's first contract, which ran from 1930 to 1939, operated three cross-river services:

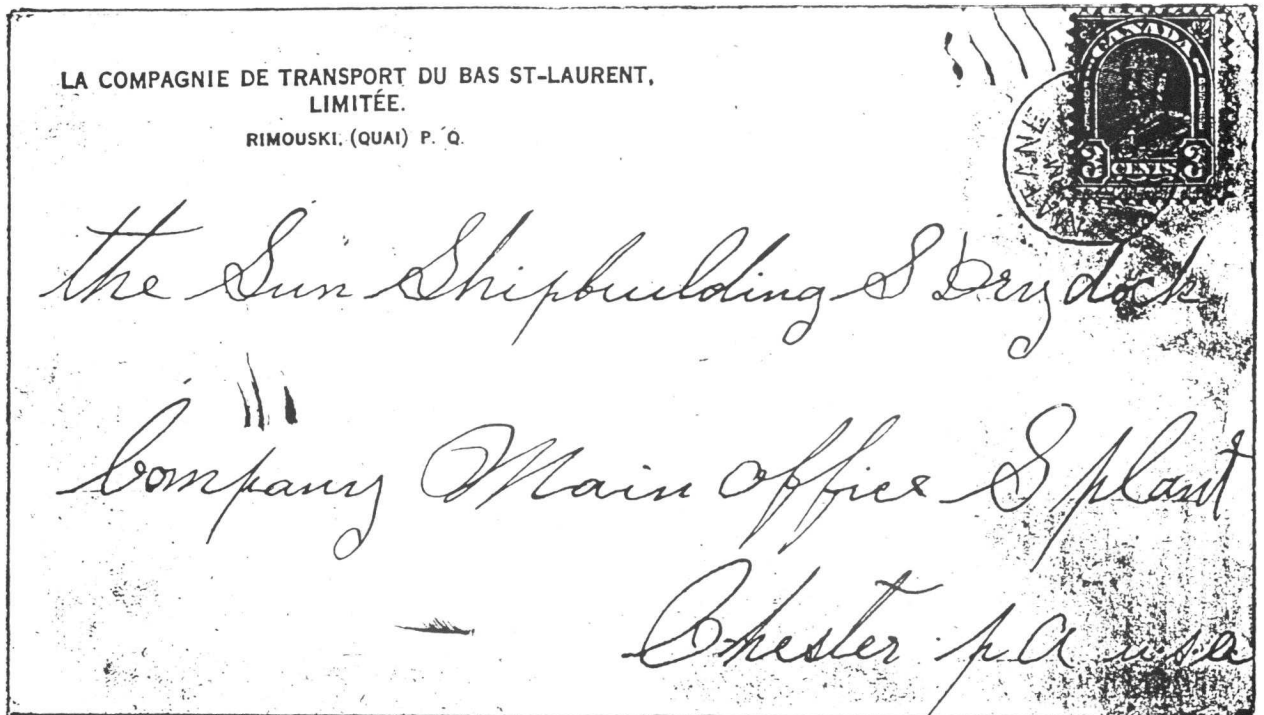
1. Rimouski and Pointe Outardes.
2. Rimouski, Comeau Bay, and Trinity Bay.
3. Matane, Trinity Bay, Seven Islands

By 1940, when the new contract had been signed, the vessels providing the above services were the *Rimouski*, *Jean Brillant* and the *Matane*, respectively. The Rimouski-Trinity Bay service was likely extended to Seven Islands the following year. With the start of the 1940 contract came the first **Poste Fluviale** handstamps, proofed on June 14, 1940. The second Rimouski & Sept Iles hammer was proofed on May 30, 1941. The Matane & Sept Iles hammer has been recorded to 1954 and the Rimouski & Sept Iles hammers to 1961. No post office clerks operated on board the vessels, mail being handled by the purser.



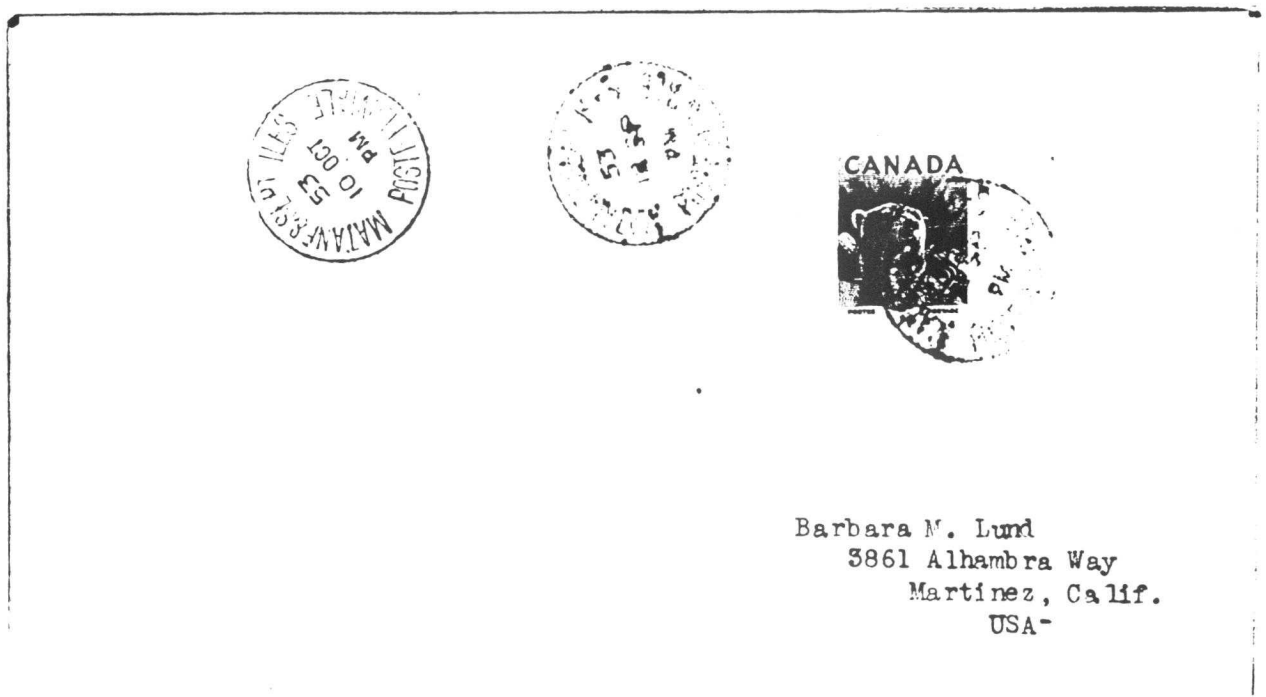
Item 81. La Compagnie de Transport du Bas St-Laurent, Limitee

An early corner-card of this Clarke Steamships' company, mailed to the Sun Shipbuilding & Dry dock Company, posted at Matane on AU 28 / 31.



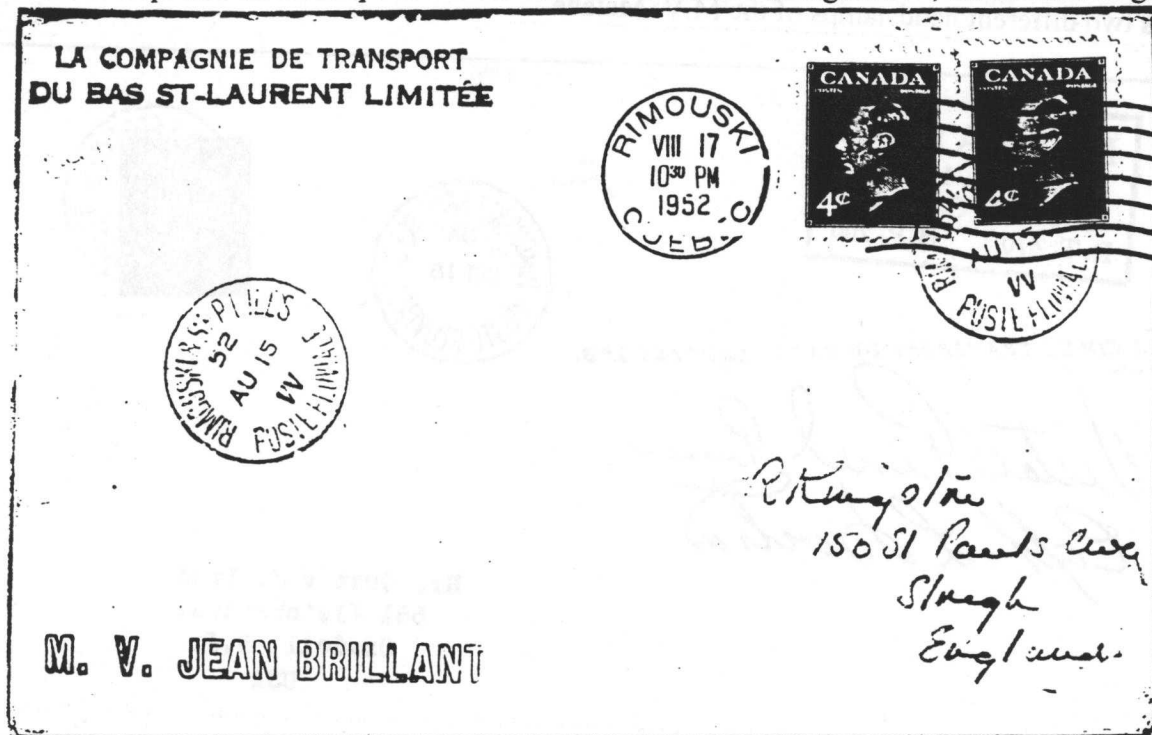
Item 82. MATANE & SEPT ILES POSTE FLUVIALE

This example of Q55E, MATANE & SEPT ILES / POSTE FLUVIALE, is dated 53 / 10 OCT / PM. No other postmarks or ship markings are evident.



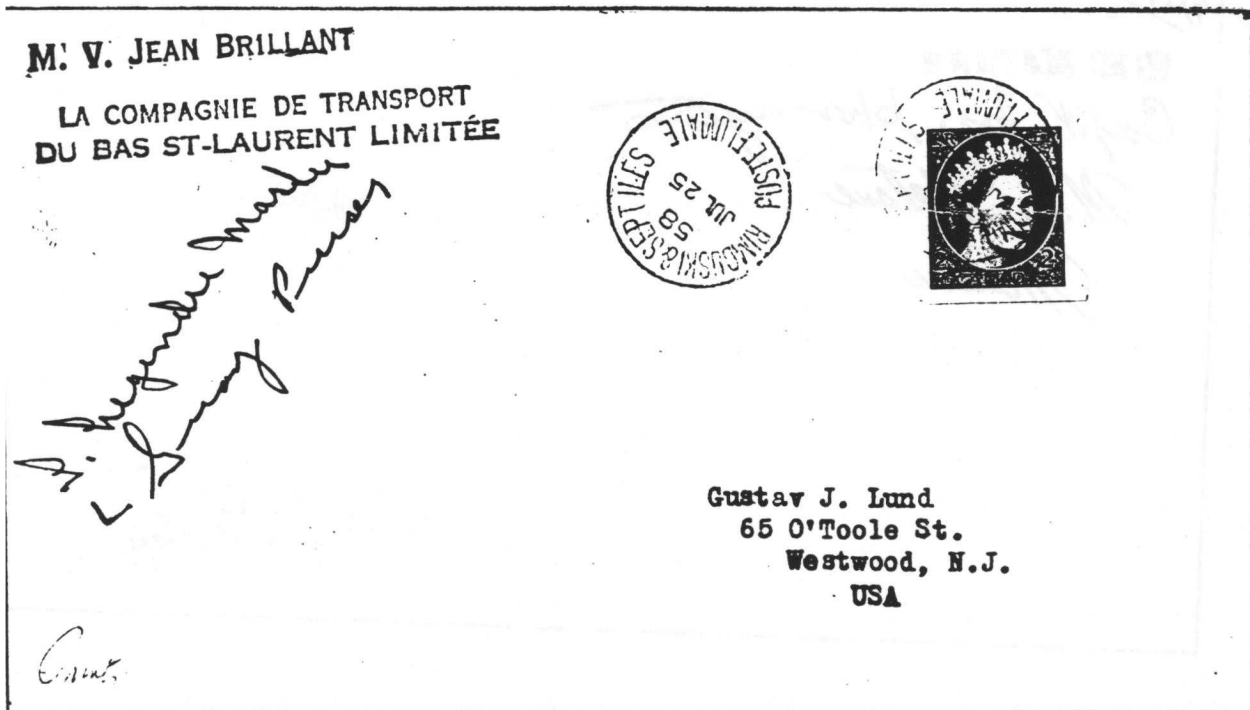
Item 83. RIMOUSKI & SEPT ILES POSTE FLUVIALE – Hammer 1

This example of Q253A, RIMOUSKI & SEPT ILES / POSTE FLUVIALE, is dated 52 / AU 15 / W, and shows this handstamp being used on board the *M.V. Jean Brillant*. This is an example of the first Rimouski & Sept Iles handstamp. The letter entered the mails on August 17th, destination England.



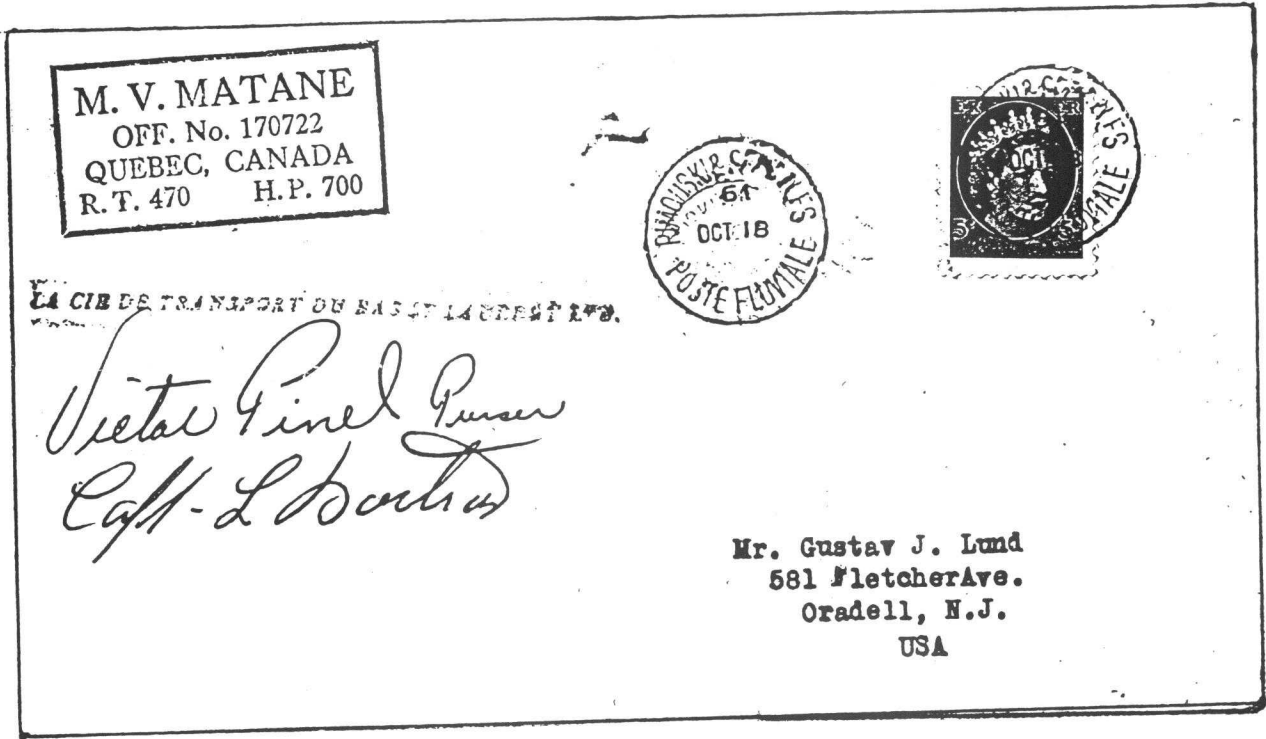
Item 84. RIMOUSKI & SEPT ILES POSTE FLUVIALE – Hammer 1

This example of Q253A, RIMOUSKI & SEPT ILES / POSTE FLUVIALE, is dated 58 / JUL 25, and illustrates a different *M.V. Jean Brillant* handstamp. This too, is an example of the first Rimouski & Sept Iles handstamp. An easy means of distinguishing hammer 1 from hammer 2 is in the "F" in FLUVIALE. In hammer 1, it is narrow and does not touch the "L".

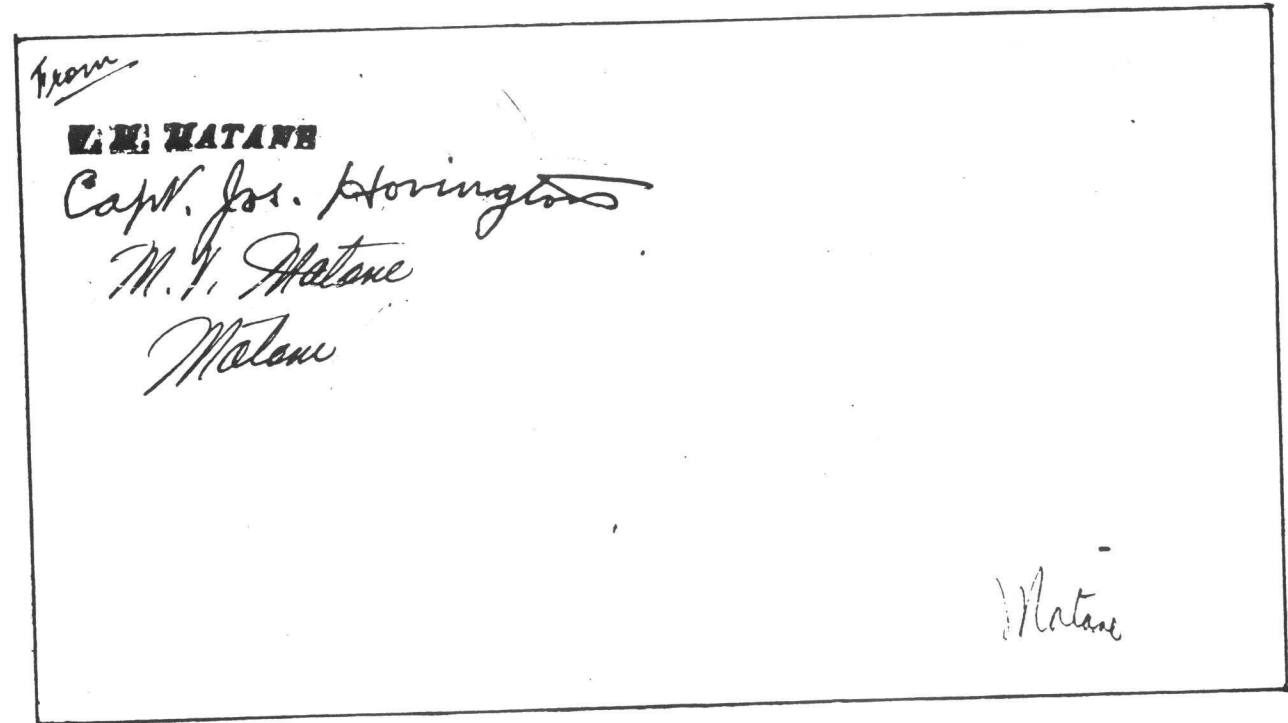


Item 85. RIMOUSKI & SEPT ILES POSTE FLUVIALE – Hammer 2

Late use of Q253A, RIMOUSKI & SEPT ILES / POSTE FLUVIALE, dated 61 / OCT 18. This is an example of hammer 2, characterized by the broader “F” touching the “L” in FLUVIALE. The letter bears two different handstamps of the M.V. Matane.

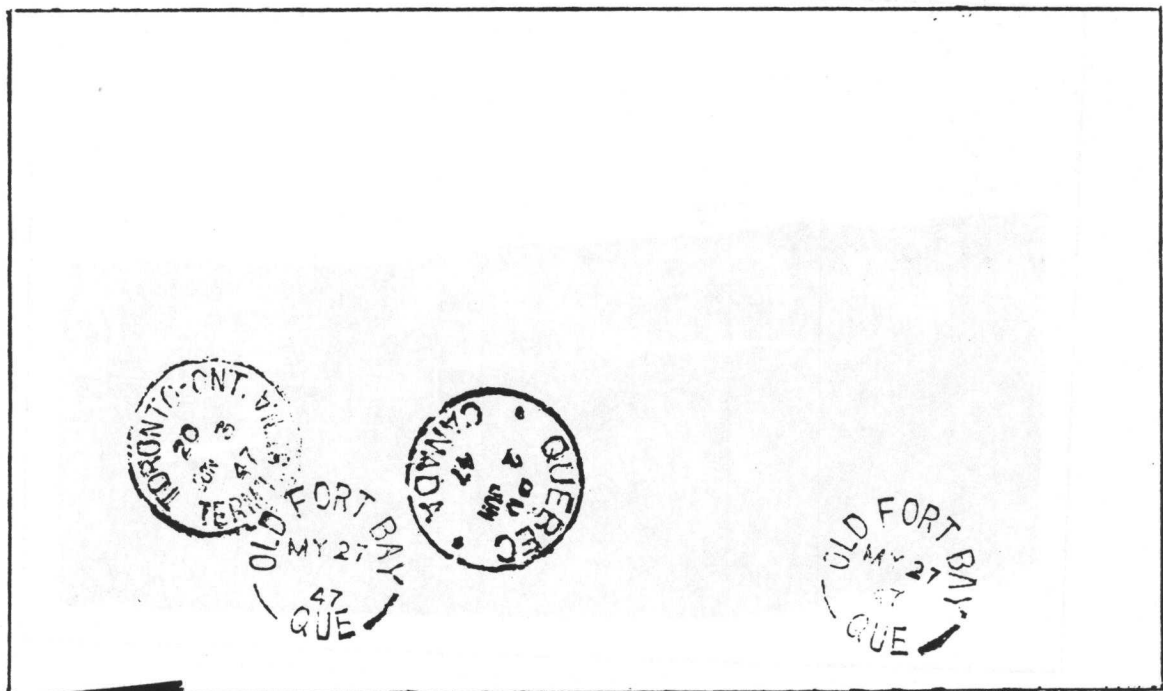
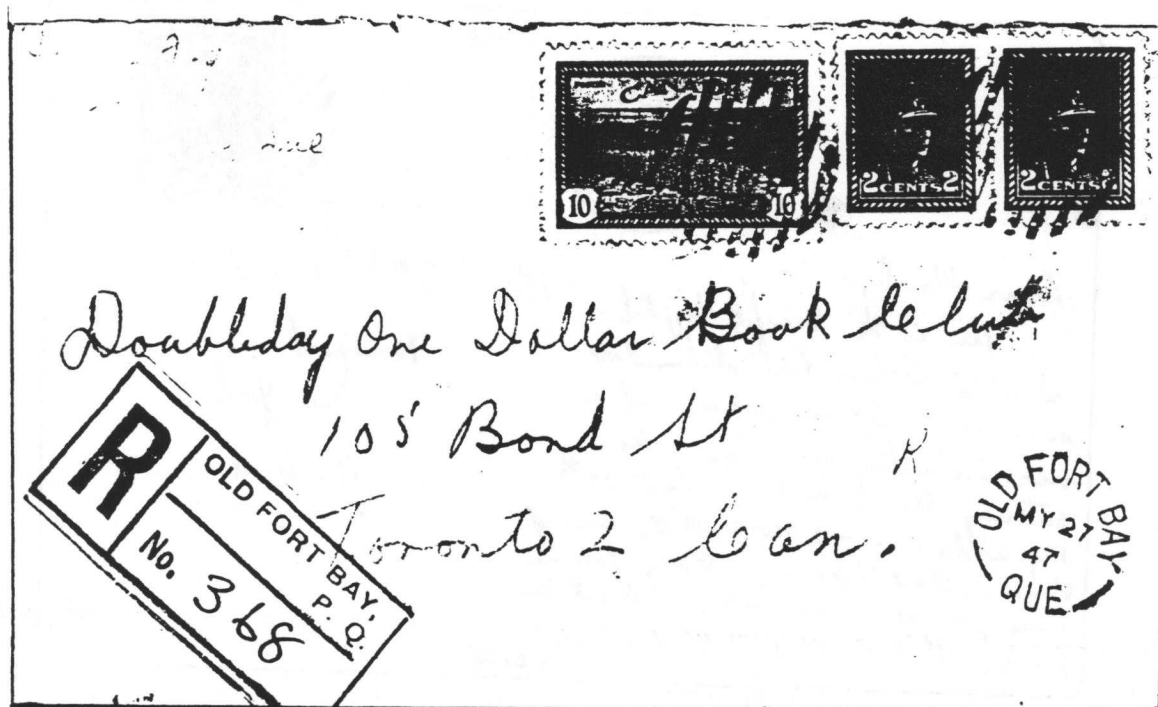


Below is the backside of the above letter.



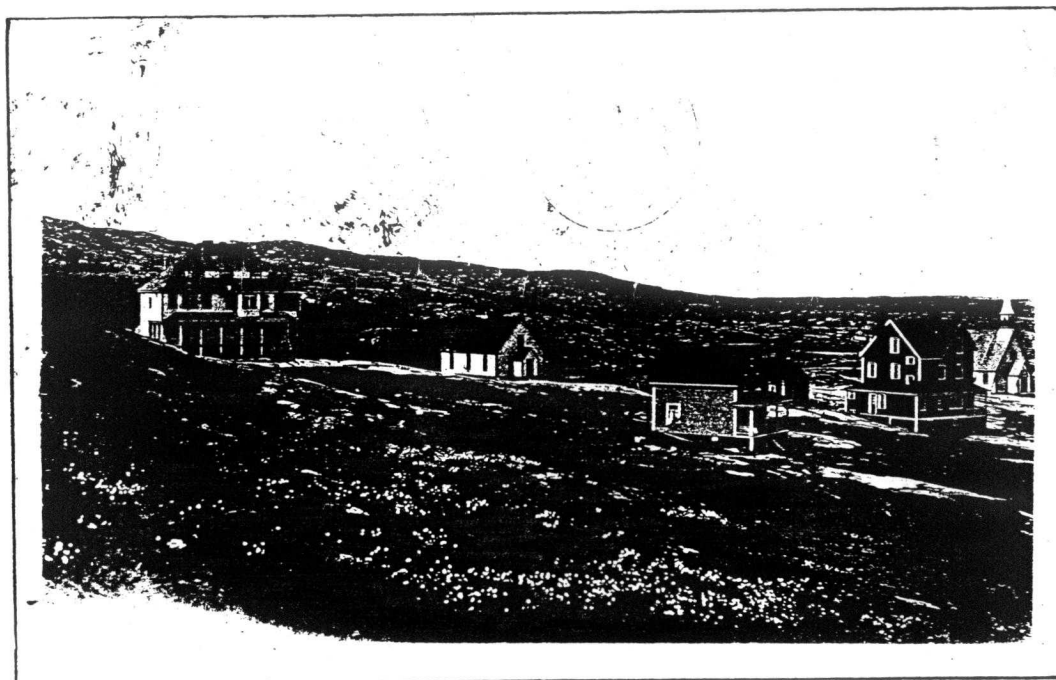
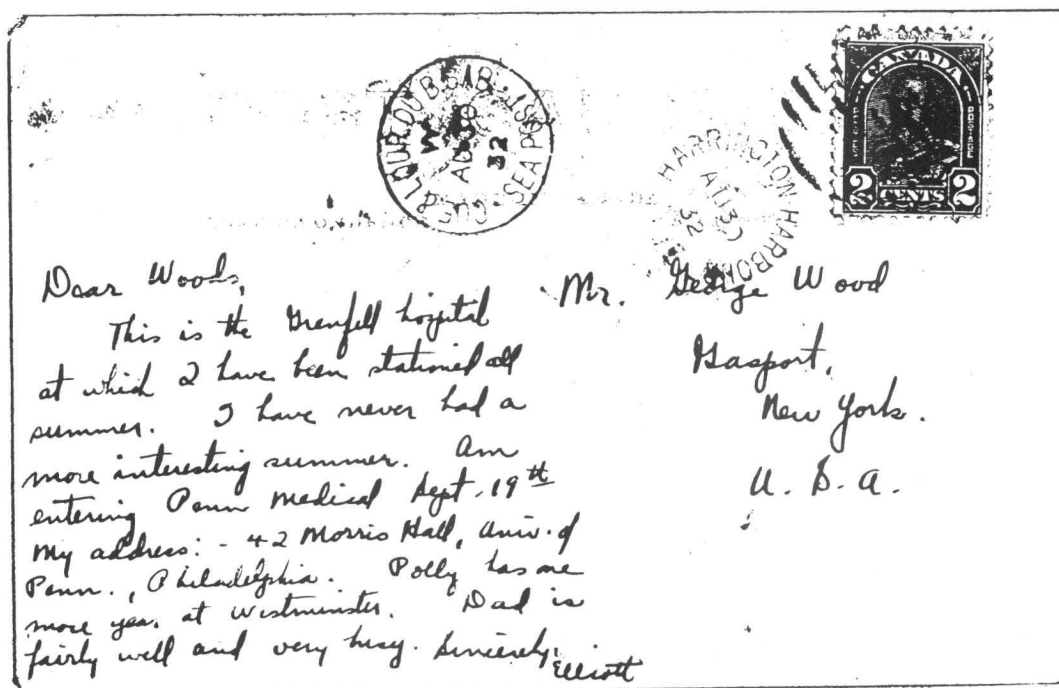
Item 86. OLD FORT BAY – QUEBEC NORTH SHORE

Kevin O'Reilly sent in the following registered cover posted at Old Fort Bay, Quebec on MY 27 / 47. Old Fort Bay is way up on Quebec's North Shore, close to the Labrador border. On its way to Toronto, the letter was backstamped at Quebec, evidence it was likely carried by a vessel of the Clarke Steamship Company.



Item 87. QUE. & LOUR. DU B. SAB. SEA POST at Harrington Harbour

Kevin also sent in this scarce commercial card with an early strike of Q214, QUE. & LOUR. DU B. SAB. / SEA POST, dated W / AU 30 / 32. The card entered the mails the same day at Harrington Harbour.



Item 88. Quebec North Shore – Harrington Harbour letters.

Two letters from Harrington Harbour on Quebec's North Shore, transported by a vessel of the Clarke Steamship Company. The item at top is Clarke's stationary, written JY 14 / 37. The item at bottom was censored at Quebec and was posted on OC 30 / 41.

CLARKE
Steamship Co.
Montreal, Quebec.
(Canada)



Mrs A. R. Holmes
128 B Gordon ave
Quebec

via Osborne
Harrington Harbour,
Quebec County,
P.Q.

I-B-50,000 Sheets-3-4-41

Date



Dr. Thornton W. Burgess,
61. Washington Road,
Springfield,
Mass.
U. S. A.

Item 89. Mail Steamers on the Montreal River.

Bill Longley sent me a copy of the item below, a small 1910 schedule and rates booklet of the Upper Ontario Steamboat Co. and the Montreal River Navigation Co., carrying the mails on the Montreal River between Latchford and Elk Lake. This route is in Northern Ontario, Temiskaming District, just west of Cobalt. Both steamboat companies were formed as a result of the Silver Rush in Northern Ontario, which began in the Cobalt area in 1903. In 1906, silver was discovered at Elk Lake and in the following year a little further west at Gowganda. In 1906, the Upper Ontario Steamboat Company Ltd. was incorporated to capture a share of the booming transportation business. At this time, the only practical route into these parts was via the Montreal River from Latchford. The UOSC soon found competition from other companies. The Montreal River Navigation Company also operated steamers on this route beginning in 1908. In 1909, both companies formed a joint venture. This route was complicated by the fact that the river was divided into four sections separated by rapids. The rapids required the trans-shipment of goods by horse-drawn tramways. Competition soon came from other sources. First, an all-weather road from Charlton to Elk Lake was completed in 1910. The demise of the steamboat companies occurred when the Temiskaming & Northern Ontario Railway (T. & N. O.) completed a branch line into Elk Lake in February 1913. In anticipation of this event, the UOSC had abandoned the Latchford to Elk Lake route at the end of the 1912 navigation season.¹

ELK CITY <table border="0"> <tr> <td>HOTEL</td> <td>RATE</td> <td>PROPRIETOR</td> </tr> <tr> <td>Alexandria</td> <td>2.50</td> <td>H. Mulheron</td> </tr> <tr> <td>King Edward</td> <td>2.00</td> <td>E. Wood</td> </tr> <tr> <td>King George</td> <td>2.50</td> <td>G. Patterson</td> </tr> <tr> <td>Matabanic</td> <td>2.00</td> <td>A. Ribble</td> </tr> <tr> <td>Silver Leaf</td> <td>2.00</td> <td>E. LeClair</td> </tr> <tr> <td>Vendome</td> <td>2.00</td> <td>McKenzie & McCarthy</td> </tr> </table>			HOTEL	RATE	PROPRIETOR	Alexandria	2.50	H. Mulheron	King Edward	2.00	E. Wood	King George	2.50	G. Patterson	Matabanic	2.00	A. Ribble	Silver Leaf	2.00	E. LeClair	Vendome	2.00	McKenzie & McCarthy	The Upper Ontario Steamboat Co., Ltd. and The Montreal River Navigation Co., Ltd. (Joint Committee)	
HOTEL	RATE	PROPRIETOR																							
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LATCHFORD <table border="0"> <tr> <td>King Edward</td> <td>2.50</td> <td>Armstrong & Kingston</td> </tr> <tr> <td>Royal</td> <td>2.00</td> <td>J. A. Stewart</td> </tr> <tr> <td>King Edward Res.</td> <td>2.00</td> <td>A. Mortson</td> </tr> </table>			King Edward	2.50	Armstrong & Kingston	Royal	2.00	J. A. Stewart	King Edward Res.	2.00	A. Mortson	MAIL ROUTE BETWEEN Latchford and Elk Lake Presented by <i>A. J. Smith.</i>													
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UPPER ONTARIO STEAMBOAT COMPANY, LTD. and MONTREAL RIVER NAVIGATION COMPANY, LTD. (Joint Committee)		STOPPING POINTS EN ROUTE																	
This Schedule beginning June 20th, 1910 <table border="0"> <tr> <td>Leave Latchford</td> <td>Arrive Elk Lake</td> </tr> <tr> <td>7.30 a.m. Except Sunday</td> <td>1.30 p.m.</td> </tr> <tr> <td>10.00 a.m. Daily</td> <td>4.30 p.m.</td> </tr> <tr> <td colspan="2">* After arrival of trains from North and South.</td> </tr> <tr> <td>Leave Elk Lake</td> <td>Arrive Latchford</td> </tr> <tr> <td>7.00 a.m. Daily</td> <td>1.00 p.m.</td> </tr> <tr> <td>10.00 a.m. Except Sunday</td> <td>5.30 p.m.</td> </tr> <tr> <td colspan="2">Both Boats connect with trains from North and South.</td> </tr> </table>		Leave Latchford	Arrive Elk Lake	7.30 a.m. Except Sunday	1.30 p.m.	10.00 a.m. Daily	4.30 p.m.	* After arrival of trains from North and South.		Leave Elk Lake	Arrive Latchford	7.00 a.m. Daily	1.00 p.m.	10.00 a.m. Except Sunday	5.30 p.m.	Both Boats connect with trains from North and South.		Latchford An. Nip. & Jumbo Mines Trout Creek Pork Rapids Matta & Nowell's Coghill's & Moc. Creek Indian Lake Spring Creek & McKinley's Flat Rapids Mountain Chute Mountain Lake & Mud Creek Elk City & Smythe	
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A. G. SMITH, GEN. MANAGER F. HARDMAN, SECY. TREAS.																			

¹ Bruce W. Taylor – *The Age of Steam on Lake Temiskaming*

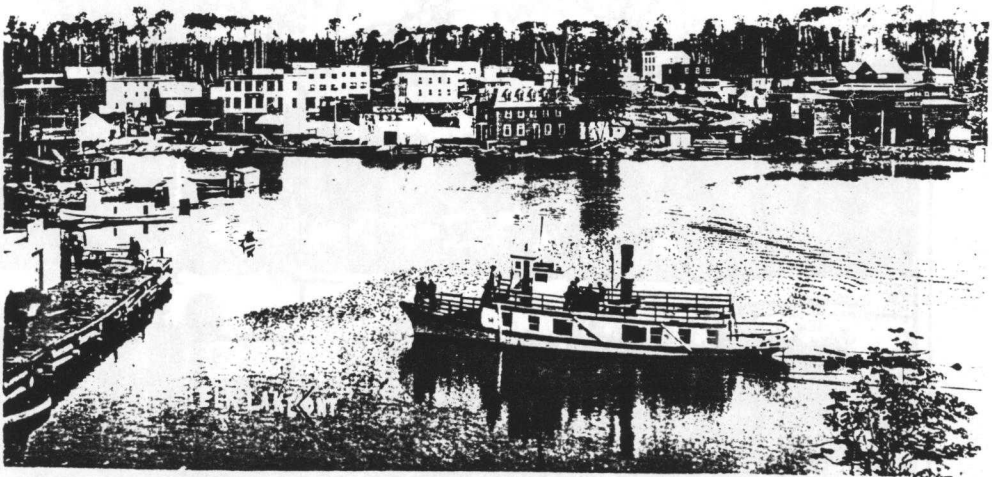
Item 90. Elk Lake – Arrival of the Ontario Legislative Members

This viewcard, dated NO 1 / 09, at Elk Lake shows the arrival, center, of the steamer *J. F. Booth*. At right, foreground, is the office of the Montreal River Navigation Company. The white building across the river, directly behind the steamer's pilothouse, is the office of the Upper Ontario Steamboat Company.

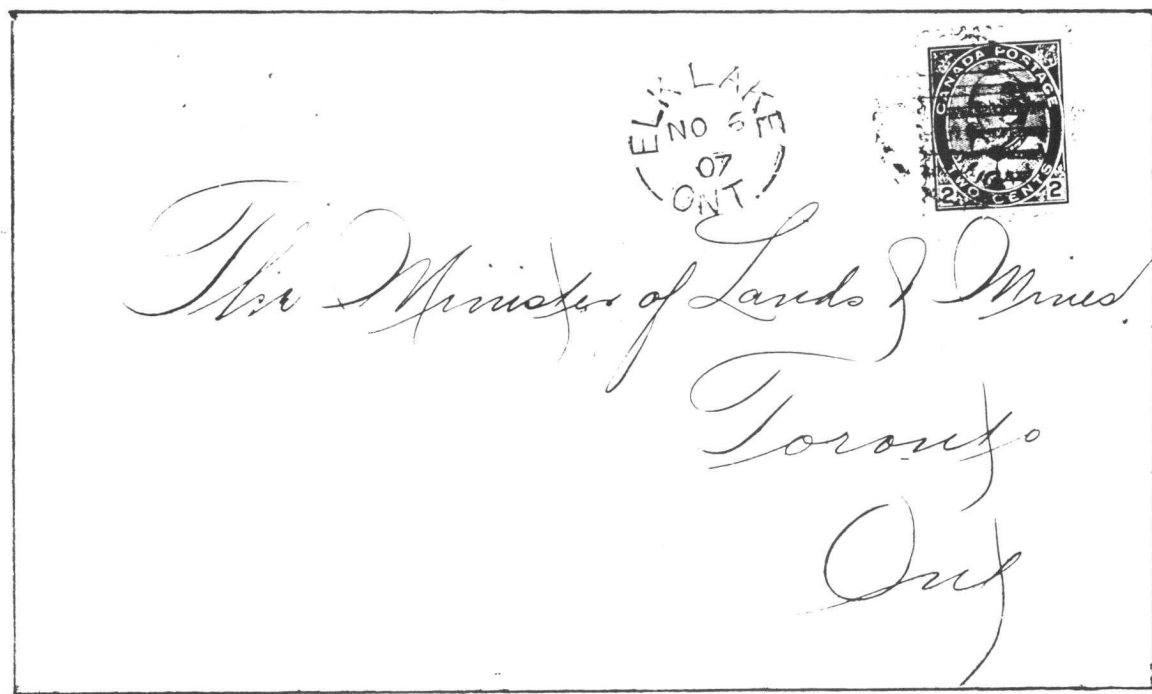


Item 91. Elk Lake – Steamer Adrelexa

This viewcard, dated DE 7 / 10, shows the steamer *Adrelexa* at Elk Lake. The white building at shoreside, directly behind the bow of the steamer, is the office of the Upper Ontario Steamboat Company.



With the Cobalt boom still on, prospectors began to fan out towards the Montreal River. With the discovery of silver at Elk Lake in 1906, a new rush was on. A post office opened at the mining camp (Elk Lake City) on July 1, 1907. This letter bears an early example of the Elk Lake split-ring dater, November 6, 1907. It is backstamped at Latchford the same day, indicating its route down the Montreal River.



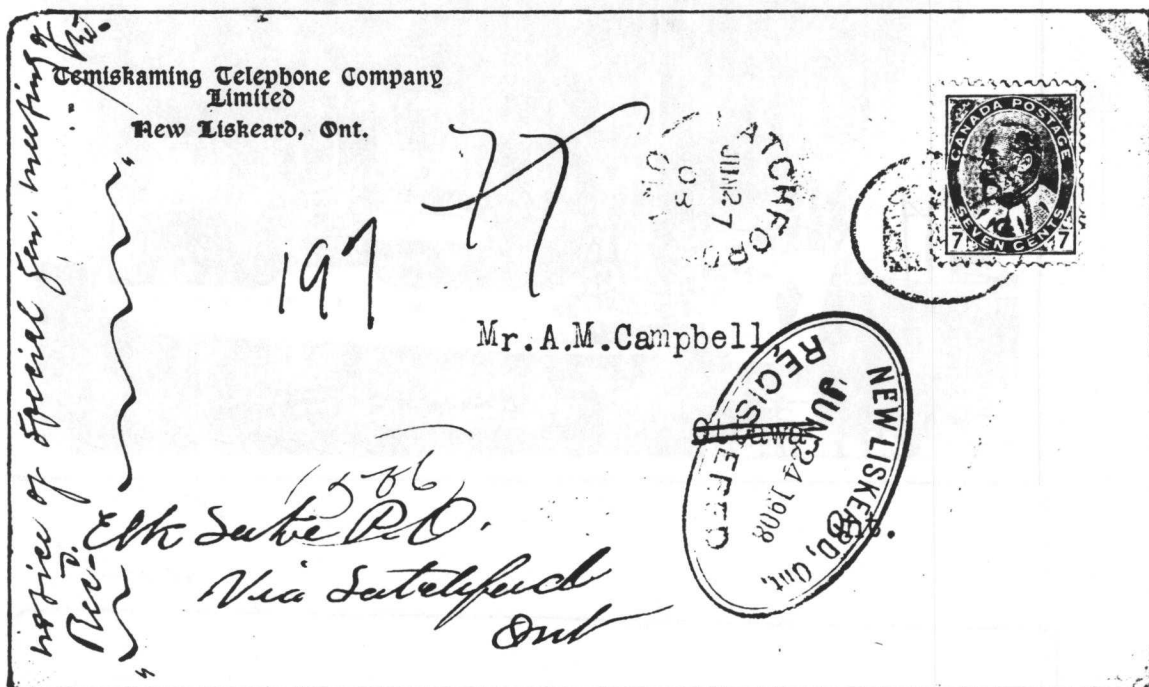
Elk Lake Montreal River



**Item 93. Latchford
to Elk Lake**

NEW LISKEARD REGISTERED - 1908

Addressed to Ottawa, this letter was redirected to Elk Lake P.O. via Latchford. The addressee had, perhaps, left for the silver fields. Backstamps include, Ottawa (JUN 25), N. Bay & N. Liskeard R.P.O. (JUN 26) and Latchford (JUN 26). The cover is also cancelled on the front at Latchford on June 27, 1908. There is no Elk Lake receiver marking.



The letter was sent registered and received the New Liskeard double oval registered handstamp in blue on front and back, dated June 24, 1908.



