



Indian River, Ontario - C.P.R. Station circa 1911

In this issue we look at the first cancellations used on the C.P.R. between Montreal and Toronto and request reports to complete the picture. There is also a look at the Pontiac & Pacific Junction Railway as well as a further examination of the Fort William & Winnipeg cancellations, including a hammer study of listing **O-76** from **Chris Anstead**.

Colin Lewis and **Alex Price** share some of their exhibit pieces with us and there are a few new reports from your editor.

As an addendum to Annex 21, published in the previous newsletter, **Bill Robinson** requests study group members to report their holding of cancellations with clerk names apparently attached to the rim of the hammer.

Newfie Hammer Analysis

Brian Stalker has now circulated instalment #5 of his **Newfie Hammer Analysis**, covering listings **N-60L to N-80**, to the immediate study group participants. He is improving the accuracy of his illustrations but still recommends using the actual chordal measurements as the primary reference for separating hammers.

Brian spent a week in Ottawa at the National Archives, where he was ably assisted by Cimon Morin. There, he found about twenty strikes, predominantly N-100, which do not appear in Hughes Proof Strikes.

The next batch of work will probably take the study up to N-100, with a completion goal of late March. **Albert Govier** and **Jim Felton** have been providing regular feedback and Brian appeals to others to examine their holdings and report them.

Study Group Members Awarded the Queen's Golden Jubilee Medal

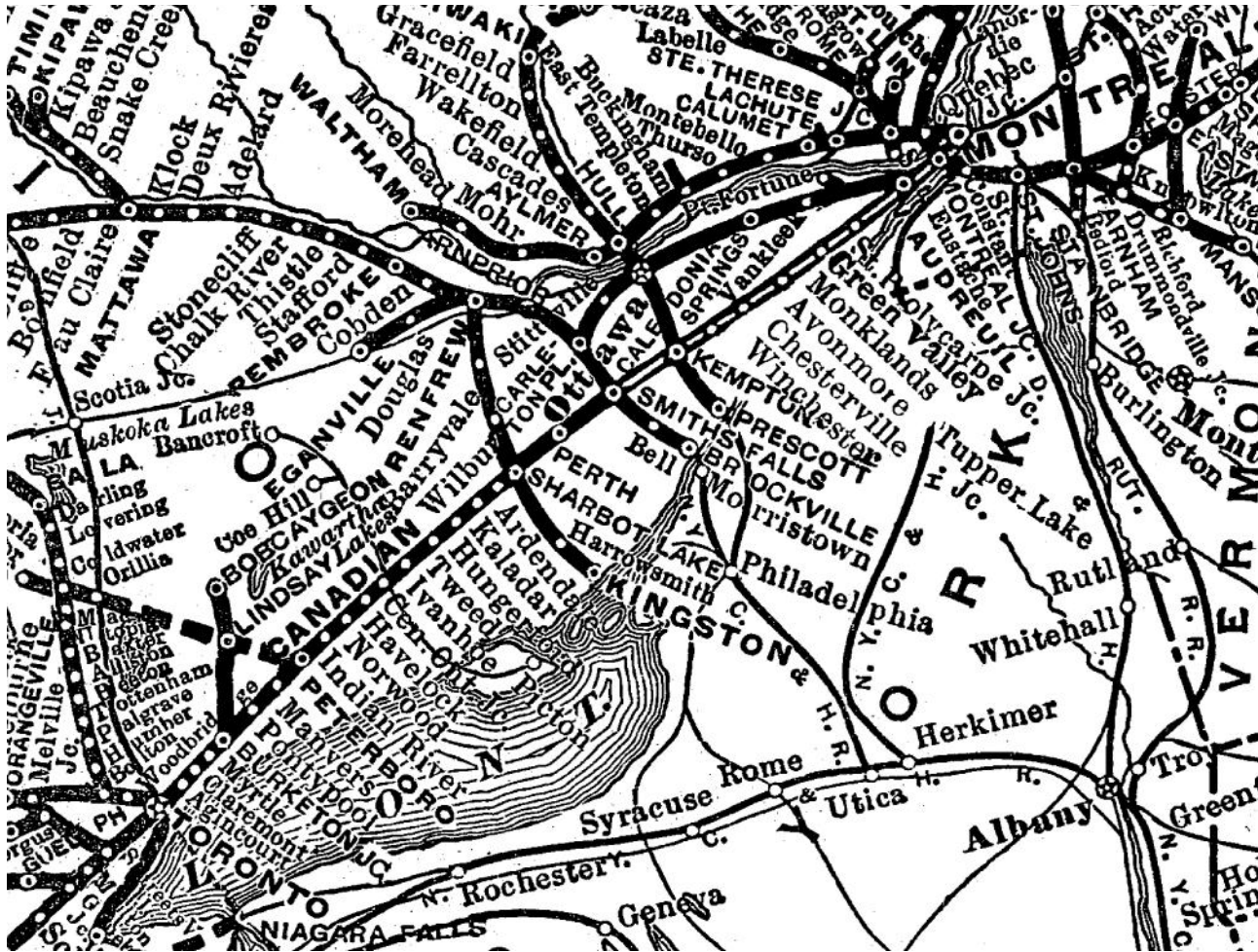
In honour of Queen Elizabeth II's Golden Jubilee, a commemorative medal has been struck and has been awarded Canadians for their service in various fields. Some BNAPS members have been recognized for their dedication and service to philately, as well as other similar endeavors. The Rt. Hon. Adrienne Clarkson, Governor General of Canada and the representative of Her Majesty, has announced the recipients, including the following members of the RPO study group;

Cimon Morin, FRPSC

Kevin O'Reilly

W.G. Robinson, CD, OTB, FRPSC

Canadian Pacific Railway Montreal & Toronto



From C.P.R. Public Timetable, 1911

The Canadian Pacific Railway line between Toronto and Smith's Falls was completed in 1884 but the remainder of the line between Smith's Falls and Montreal was not completed until 1887. While it would have been possible for trains to reach Montreal, via Carleton Place, Ottawa, Hull and Montebello, it is very unlikely that Toronto-Montreal through service operated over such a long route. Particularly since it would have been much faster to travel between the two major cities on the direct Grand Trunk Railway line along the shores of Lake Ontario and the St. Lawrence River.

Catalogue listing **Q-155** is reported as early as March 9, 1885 but for the reasons stated above, such report(s) are likely erroneous. There are no proof strikes known for the three hammers of this postmark to assist in determining potential early use.

The following data is based on material in my own collection. Please examine your holdings and report earlier or later dates or different indicia. I suspect that the NW (Night, West) and DW (Day, West) indicia, commonly used on the G.T.R. line may also be incorrect.

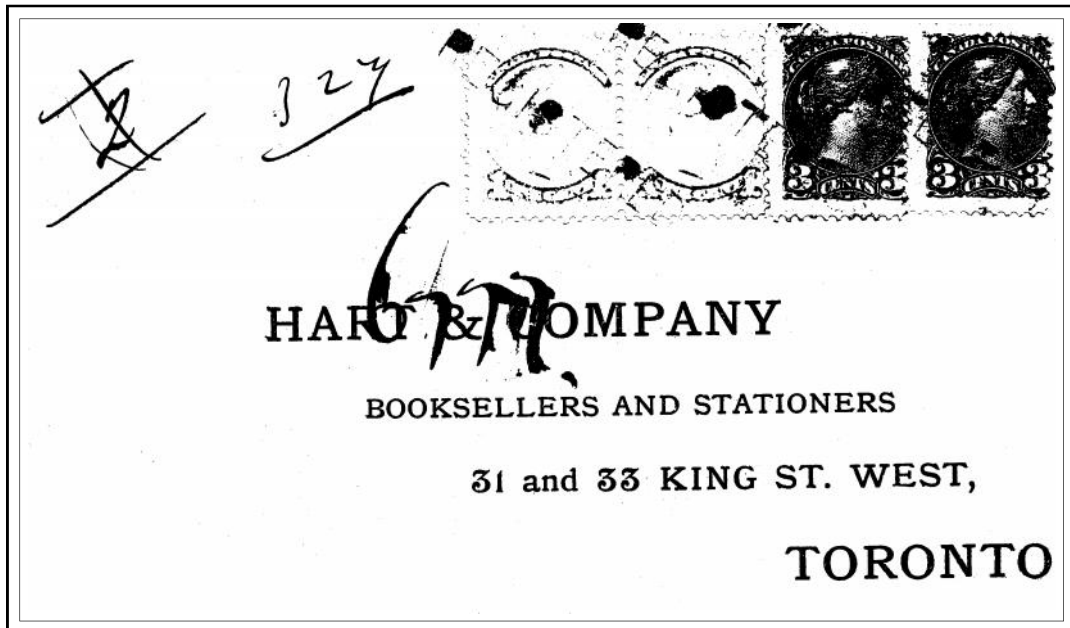
Hammer	Proof Date	ERD	LRD	Indicia
1	unknown	1892/03/24	1893/04/18	WEST
2	unknown	1888/08/11	1890/05/02	EAST, WEST
3	unknown	1890/05/26	1890/09/10	EAST, WEST

The very rare companion listing for this period, **Q-155B** is a greater mystery. I have never seen an example and would like to know the number at the base (*No 4?*), as well as dates and indicia.

Canadian Pacific Railway Montreal & Toronto

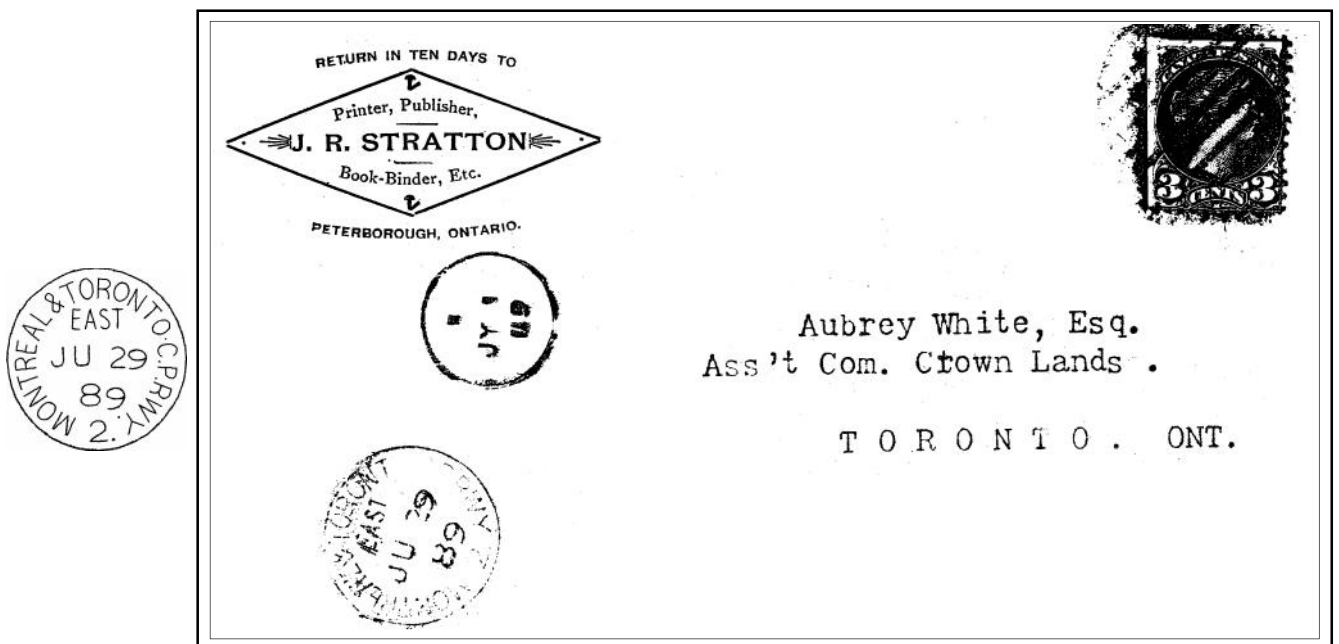
In 1888, the Canadian Pacific Railway completed its direct route from Toronto to Montreal, via Peterborough, Tweed, Perth and Smiths Falls. The earliest through railway post office service between the two major centres was probably initiated shortly thereafter.

No proof records exist for the three hammers of the first cancellation used on the run. They are known used until 1893, using EAST or WEST direction indicia. Reports of an early date of 1885 and NW or DW time / direction indicia are likely erroneous.



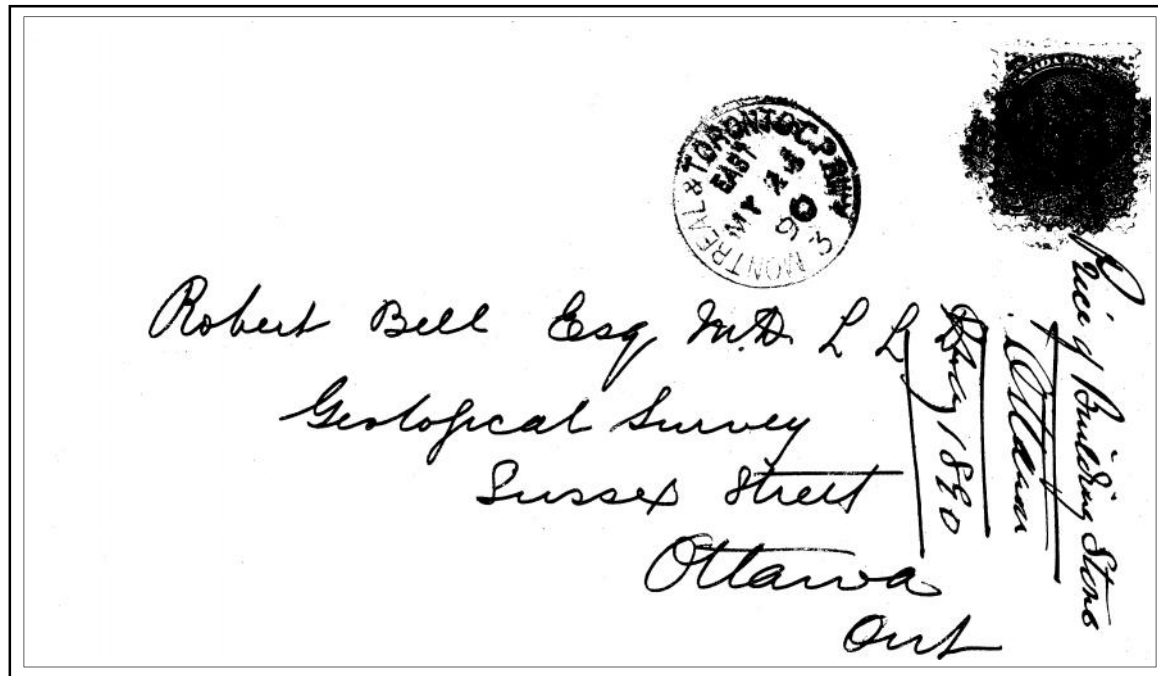
Q-155 MONTREAL & TORONTO - C. P. RWY. / 1. WEST, MR 24 92

This registered cover originated at WINCHESTER, ONT., PM, MR 24, 92 and was transferred aboard the westbound, Montreal to Toronto mail car, where it received this transit backstamp. The arrival backstamp verifies delivery the following morning, at Toronto.



Q-155 MONTREAL & TORONTO - C. P. RWY. / 2. EAST, JU 29 89
The Toronto receiving backstamp is dated the following day.

Canadian Pacific Railway
Montreal & Toronto

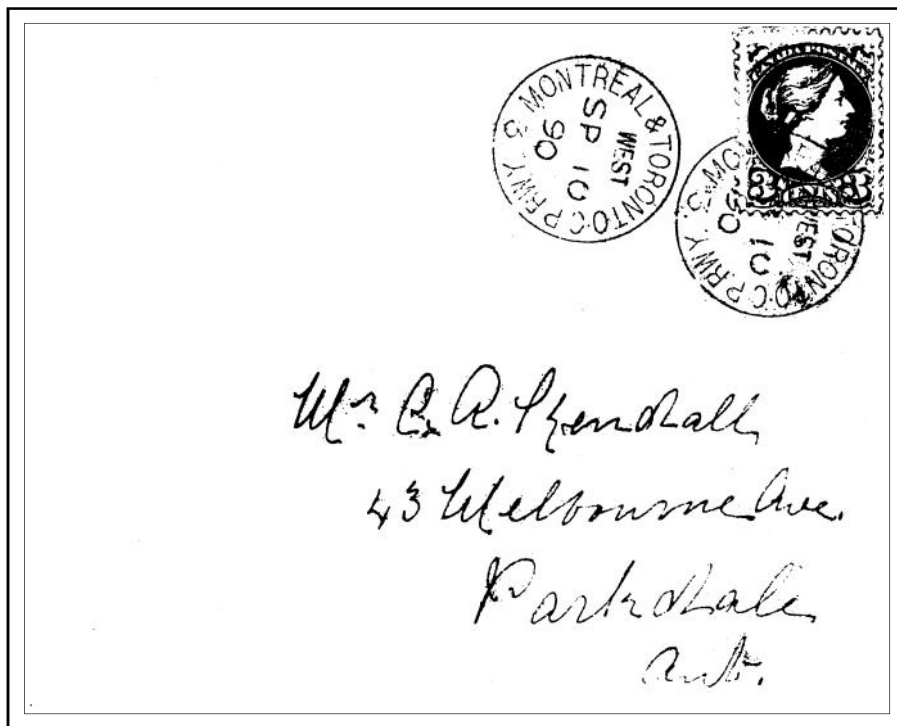


Q-155

MONTREAL & TORONTO - C. P. RWY. / 3. EAST,

MY 26, 90

The Ottawa arrival backstamp is dated May 27.



Q-155

MONTREAL & TORONTO - C. P. RWY. / 3.

WEST, SP

The Toronto arrival backstamp is dated the same day.



Canadian Pacific Railway Fort William & Winnipeg

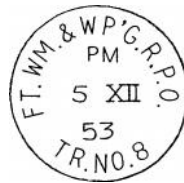
In the latest ANNEX, there is a new listing and new type, **O-75Z**, for the Fort William & Winnipeg run. When I reviewed my own group of **O-76** cancellations, I realized that I had filed several examples of this hammer as a second O-76 with No. 8 at its base.

Illustrated, with as little retouching as possible, is the best strike in my collection. It appears that the "TR." has either been removed or covered over and that there is a gap in the left leg of the "N". This practical modification allowed the hammer to be used on trains other than No.8. Five other clear examples between 1954/02/17 and 1963/03/29, with train number indicia 1, 5, 6 and 8, have the "TR" obscured in the same way.

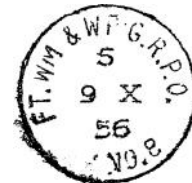
Was this hammer ever used in its original state? Please check your examples and let us know if you have a strike showing the hammer still in its proof state.



*O-76, Hammer 8
Proof Strike*



*O-75Z
Proof Strike*



*O-75Z
State II*

O-75Z and O-76 Hammer Study from Chris Anstead

In the March, 1995 newsletter, we did a hammer study of O-76. Now we present an up-date of that study, treating O-75Z as a separate listing instead of a second hammer 8.

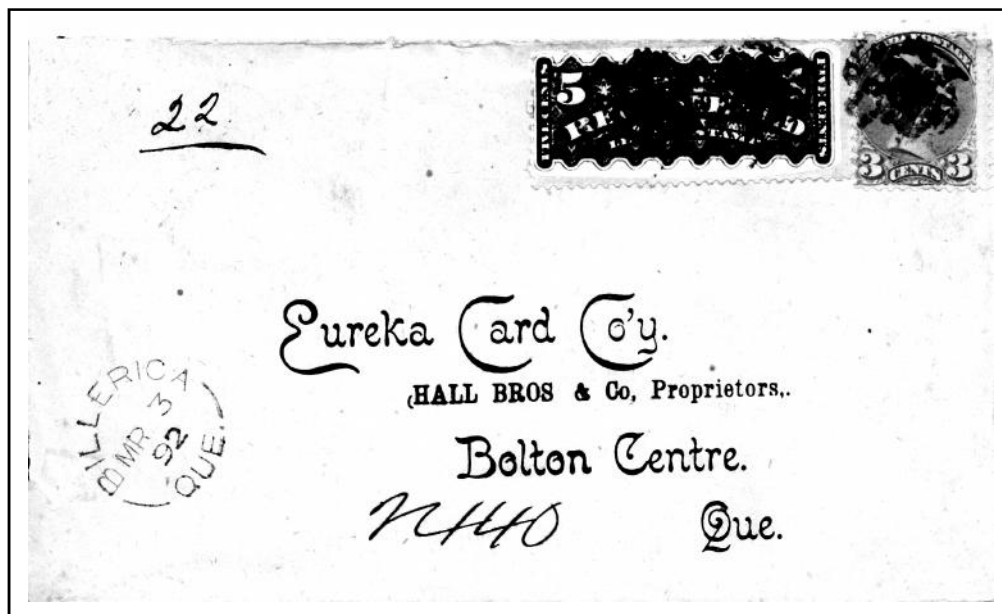
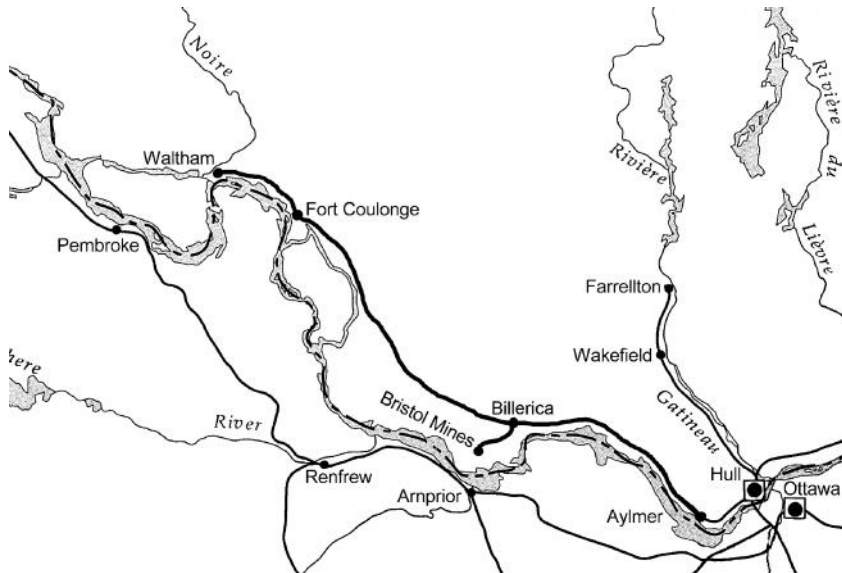
Hammer	Proof Date	ERD	LRD	Indicia
1	1926/07/29	1927/03/10 ³	1957/02/10 ¹	1,2,3,4,6,17,18
2	1927/07/23	1928/08/10 ¹	1965/02/16 ⁴	1,2,3,4,5,6,7,8,17,18
3	1927/07/23	1928/09/13 ¹	1954/03/08 ¹	1,2,3,4
4	1932/06/03	1932/09/05 ⁵	1959/07/30 ³	1,2,3,4,5,6,8
5	1933/09/23	1933/11/05 ¹	1955/12/28 ¹	1,2,3,4,6,7,8,17
6	1934/03/12	1934/07/18 ⁵	1964/10/21 ¹	1,2,3,4,5,6,8,18
7	1932/03/25	1932/08/15 ¹	1955/07/11 ²	1,2,3,4,7,8,17
8	1927/07/23	1927/08/02 ³	1952/05/04 ³	1,2,3,4,8
O-75Z H-8	1953/12/05	1954/02/17 ³	1963/05/04 ¹	1,5,6,7,8,17
9	1935/09/16	1935/12/03 ³	1955/11/02 ¹	1,2,3,4,8,17,18
10	1930/12/24	1931/11/06 ³	1956/01/01 ³	1,2,3,4,8,17,18
11	1932/03/25	1933/12/16 ¹	1963/09/21 ¹	1,2,3,4,5,6,7,8,17,18
ALL		1927/03/10 ³	1965/02/16 ⁴	1,2,3,4,5,6,7,8,17,18 Trains 84,96 are also listed

Reporters ¹ C. Anstead, ² J. Felton, ³ R. Gray, ⁴ P. Grey, ⁵ W. Robinson

Pontiac & Pacific Junction Railway

In 1880, the Pontiac & Pacific Junction Railway was incorporated to build from Hull to a point in Pontiac County, where a crossing could be made to Pembroke.

In 1887 the line was opened from Aylmer, where it connected with the Canadian Pacific Railway, to Fort Coulonge. In 1895 the line was completed to Waltham.



RR-133

P. & P. J N - RWY. / M. C. E, MR 3, 92

This postmark is used as a transit backstamp on a registered cover from BILLERICA, QUE. (*became Wyman in 1905*) to Montreal. The Montreal receiving backstamp is dated the following day.

It was proof struck August 9, 1888 and is reported used from October 25, 1890 until 1893, with either an E or W direction indicium.

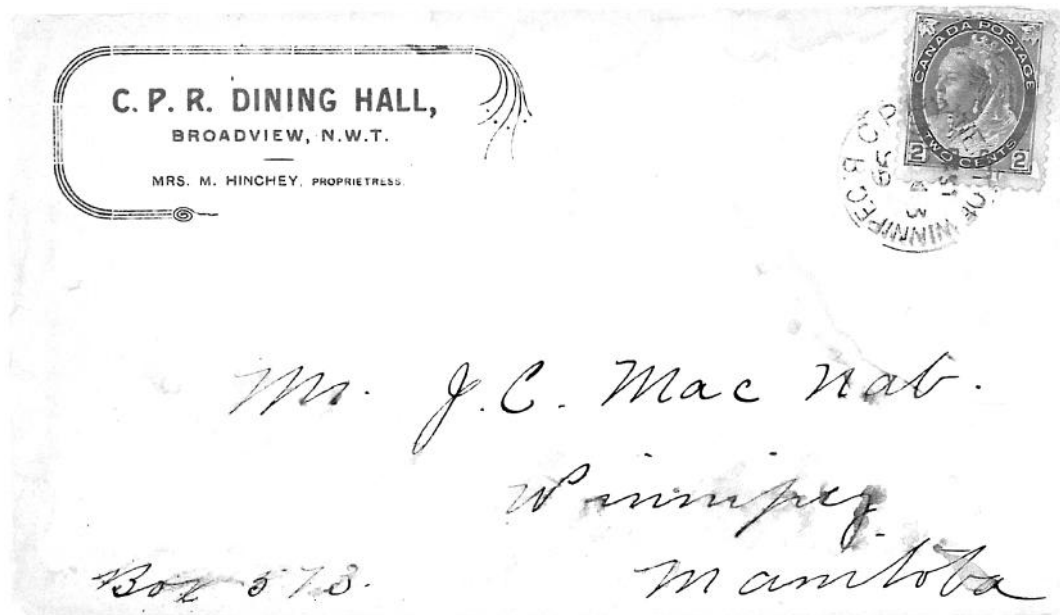
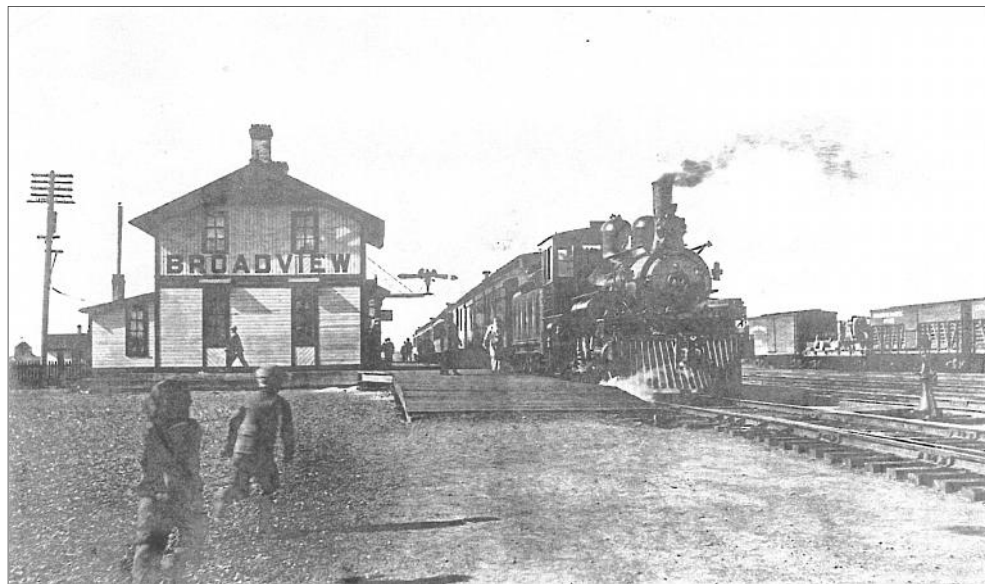
A Page From Alex Price's Collection

The early Broadview station postcard with engine CP 414 and passenger consist has a message on the back. "Aunt Hattie. This is our daily train, the small local No. 6. It is one of the six passenger trains we have through our little town every day. Georgie Armitage." I think that she is being a bit too enthusiastic here, as the train consist shown is far more substantial than a "small local." I suspect that it is more likely to be a transcontinental, say the Atlantic Express or something similar. The engine was built in 1888 by the CPR New Shops in Montreal.

The cover and the postcard view of the CPR Dining Hall at Broadview make a nice complementary pair. The "CPR West of Winnipeg" strike March 13, 1899 East appears to be RR-28, H-IV.

I use the Elbe "Jefferson" album pages, high quality and huge, which lets me mount all three of these items on one page with lots of room for write ups.

A Page From Alex Price's Collection



Straight Line Clerk Additions from Bill Robinson

The following listings, consisting of straight line clerk names or initials added to regular circular date stamps may be doubtful. Please report any holdings of these or similar markings (with photo-copies) to W.G. Robinson, #301 - 2108 West 38th Avenue, Vancouver. B.C. V6M 1R9.

We are concerned whether these added names are actually part of the hammer or added by a separate hand stamp.

MA-65A J. N. MARSHALL

MA-70** J. C. HILL

MA-76** J. C. HILL

MA-80A** W. L. RYAN

MA-121** W. L. RYAN

MA-162** W (*Appears welded*)

MA-164** W (*Appears welded*)

MA-217 R. W. HANDREN (*curved*)

0-68 D. H. SHARMAN

0-76 W. E. FROOME

O-143A J. E. JOHNSTON

0-412 Doug. SHARMAN

Newsletter Editor's Note:

** Refer to "Railway Postmarks of the Maritimes" by Ross Gray. To the best of the author's knowledge MA-70, MA-76, MA-80A and MA-121 are unique and the clerk names are definitely attached to the rim of the hammer. I do recollect once seeing an article by Ludlow, reporting similar faked items, which were easily detectable because the forger used ink which ran into the paper somewhat. Unfortunately, I cannot locate the reference material.

The "W" of attachments of MA-162 and MA-164 are usually not well struck and not very distinct. A consistent position relative to the hammer for several strikes would serve to verify their genuineness.



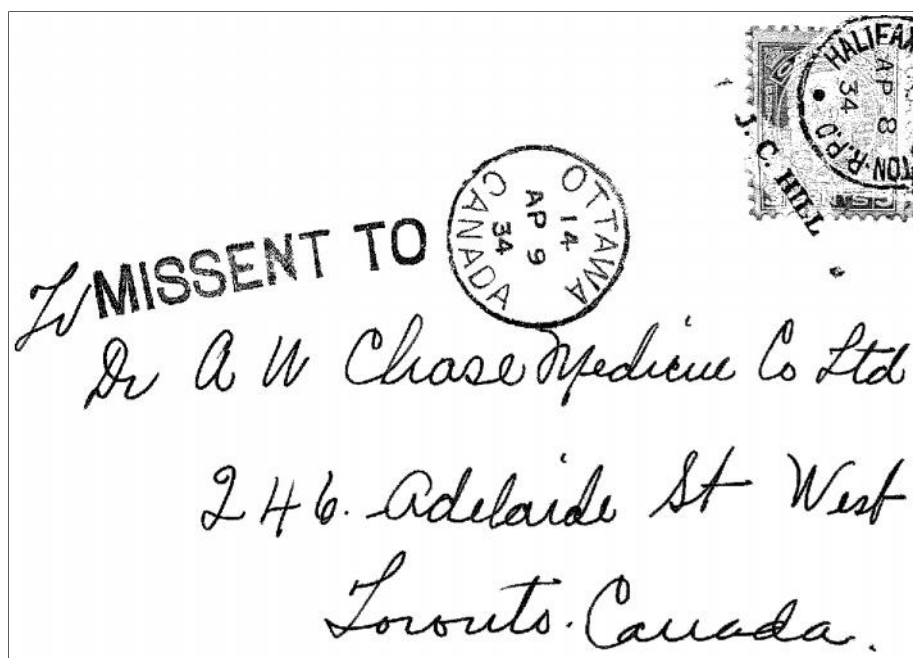
MA-70



MA-80A



MA-121



MA-76



MA-162



MA-162



MA-164

A Maritimes RPO Clerk Report from Colin Lewis

Colin Lewis has e-mailed this wonderful item, which shows a recently reported private clerk handstamp from the Sydney-Truro run. Here we see the clerk's stamp used properly, on an internal post office way-bill, which originated from the mail ship "Caribou" and accompanied the mails destined for Boston.

At Sydney, the mail was transferred from the ship to the southbound Sydney & Truro R.P.O. car, where P. Christie applied his clerk stamp. At Truro, the mail was transferred aboard the westbound Halifax & Campbellton R.P.O. car and the waybill received its second cancellation, this time the normal steel hammer.

Continuing its onward journey, the mail was forwarded from Campbellton to Levis, where it was then transferred to the westbound Levis & Montreal R.P.O. car, the waybill receiving its third cancellation.

In Montreal, the mail presumably backtracked to the southeast in sealed bag(s), by rail to Boston.

Perhaps our readers could suggest why these mails were not routed more directly southward from Moncton to St. John and then to U.S. rail connections for "Bean Town"

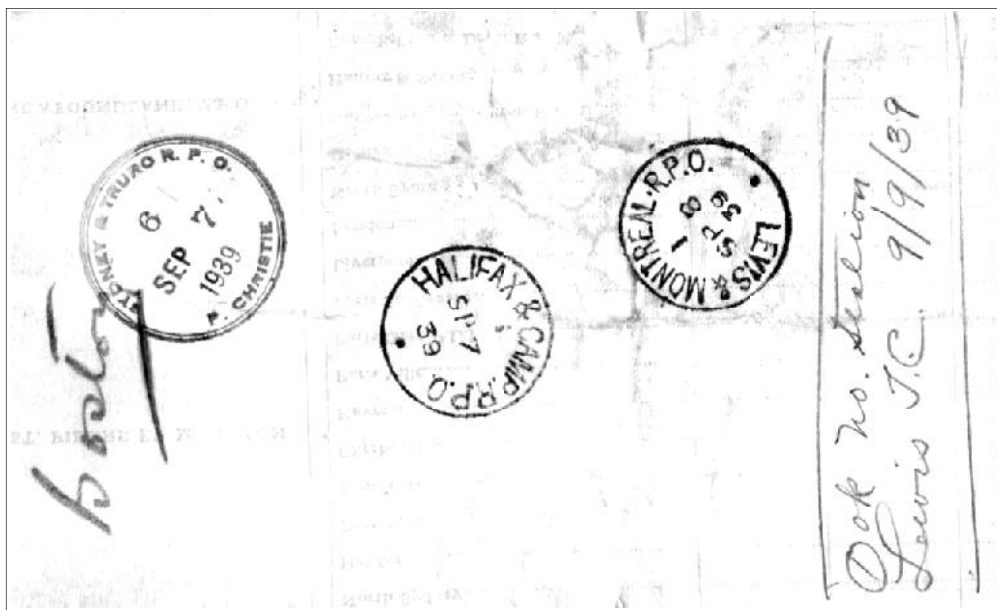
WAY-BILL OF MAILS FROM NEWFOUNDLAND AND ST. PIERRE ET MIQUELON						
Received ex steamer		For	at		1939	
6		Caribou	at 1:30 P.M.		on 1939	
Despatched from		by train No.	at		1939	
			at 1:30 P.M.		on 1939	
Despatching Clerk						
FROM	FOR	RED LABEL	LETTER NEWS	EMPTY BAGS	PARCEL POST	
					FULL	EMPTY
ST. PIERRE ET MIQUELON	St. John's, Newfoundland					
	North Sydney					
	Halifax					
	Boston					
	New York					
	Cherbourg					
	Havre					
	Paris Ville					
	Paris Chas. P.L.M.					
	Paris St. Lazare					
NEWFOUNDLAND, T.P.O.	Liverpool					
	London					
	North Sydney					
	Halifax					
	Halifax & Campbellton R.P.O.					
	Halifax & Sydney					
	Campbellton & Levis R.P.O.					
	England					
	North Sydney					
	Halifax					
ST. JOHN'S, NEWFOUNDLAND	Halifax & Sydney					
	Halifax & Campbellton					
	Campbellton & Levis					
	Montreal					
	Toronto					
	Boston					
	New York					
	Mass.					
	Liverpool					
	London					
TOTALS						

Received the above mails at M 1939 and forwarded same per S.S. on 1939

Postmaster

It is requested that one copy of this way-bill (which is forwarded in duplicate) be completed and returned to District Superintendent, Postal Service, Halifax, N.S.

69 (a) R.M.S.-3,000-20-1-30



MA-239A

The Caboose



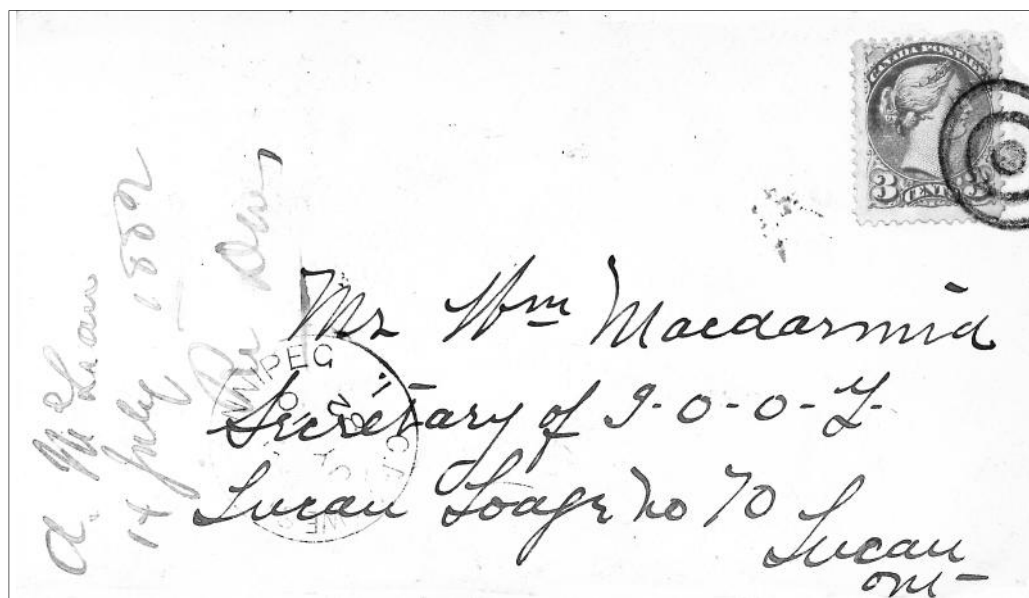
MA-193

A new early date for listing **MA-193** has been found by **Ross Gray**, on a 3¢ small queen cover addressed to Bridgewater, Nova Scotia. The previous ERD was February 16, 1874.

Also found by Ross, on a postcard from Kazabazua to New York, is this new early date for **O-235**. There is an Ottawa transit mark dated the same day and a New York receiving mark dated the following day. The hammer, used on the Ottawa & Gatineau Valley Railway, between Ottawa and Maniwaki, was proof struck on May 16, 1893.



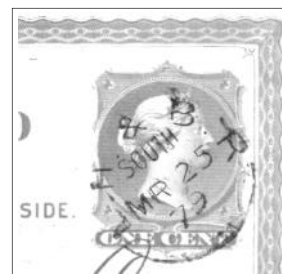
O-235



Ross Gray reports a new early date for **RR-28a**, which was used on this cover to Lucan, Ontario. The hammer was proof struck on January 2, 1882. At the time of this new report, the C.P.R. had progressed less than 300 miles west of Winnipeg. Since the “Last Spike” of the line between Winnipeg and Port Arthur, through northern Ontario, would not be driven until May, 1885, this letter travelled south from Winnipeg and was carried by U.S. railways to Detroit, entering Canada at Windsor.

Still another early date is found on a post card dated March 25, 1879, from Exeter to Galt. No proof strike is known for this cancellation, listing **RR-94**, which was the first one used on the London, Huron & Bruce Railway, between London & Wingham.

RR-94



Please note that your newsletter editor now has an **e-mail address at home**, making it more convenient to receive your reports of new finds or interesting items with a scanned attachment. Of course, reports by “snail mail” with clear photo copies are still very welcome.

Newsletter Editor -

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