



Millbrook Junction Station circa 1910

This issue is focused on a study of the postmarks used on the **Midland Railway** and the **Toronto & Nipissing Railway**. The next issue will continue with a look at the other connecting and associated railways and the successor lines which operated through Lindsay, Ontario.

Your editor had the pleasure of viewing **Peter McCarthy's** excellent Grand Trunk Railway R.P.O. exhibit, at the RPSC national convention held in Hanover, Ontario. Peter was disappointed at being knocked back from a Vermeil in 1998 & 2001, to a Silver this year. Fritz Roett was the principal judge.

**Rick Parama** is preparing an article, **Early Mails on the Calgary & Edmonton Railway, 1891 to 1905**, for submission to Topics, in the near future. Study group members who have early examples of **W-19** or **W-20**, are requested to report the dates, direction indicia and other details to your newsletter editor as soon as possible. (Rick travels extensively in his work, making it more practical that I act as his secretary in this case.)



## Midland Railway

On December 30, 1857, a 42 mile section of the **Port Hope, Lindsay & Beaverton Railway** was opened between Port Hope and Lindsay. The following year, a 13 mile branch line was constructed from Millbrook to Peterborough. In 1869, the name of the railway was changed to the **Midland Railway**. In 1870, a 9.5 mile spur was built from Peterborough to Lakefield. A 23 mile extension, from Lindsay to Beaverton, was opened in 1871 and an additional 21 miles to Orillia followed in 1872. It was not until 1879, that the remaining 32 miles to Midland were completed.

The first postmark used on the railway is known from July 19, 1875 until 1887. There are two hammers with either N<sup>o</sup> -1 or N<sup>o</sup> -2 at the base and either NORTH or SOUTH direction indicia. A third hammer, with No.2 at its base, was proof struck on April 9, 1883, apparently to replace the previous N<sup>o</sup> -2 hammer.



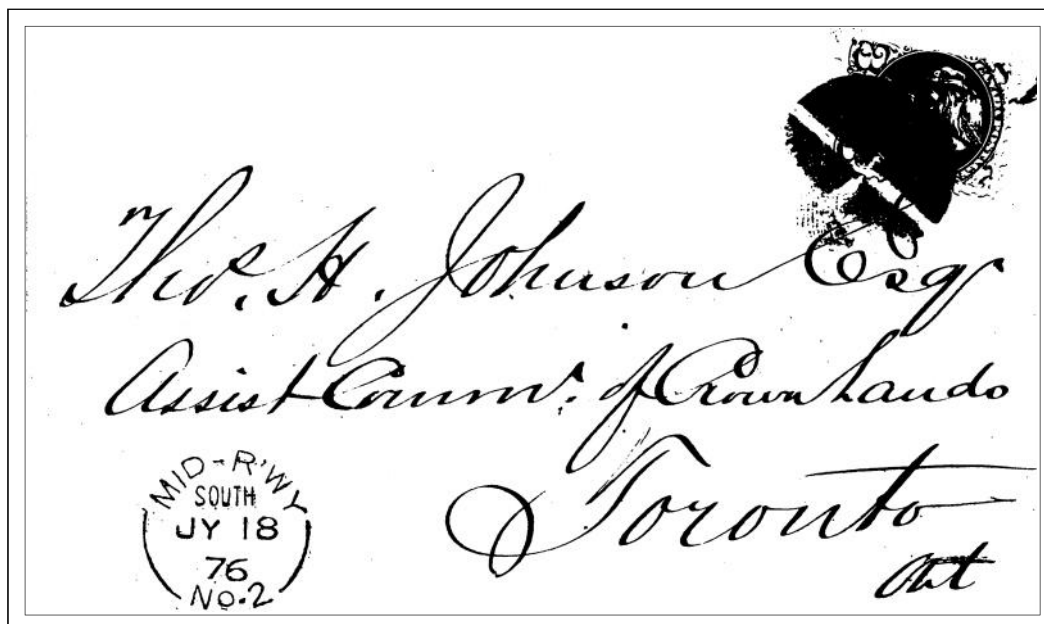
Hammer 1



Hammer 2a



Hammer 2b



RR-104 (Hammer 2a)

MID - R'WY / N<sup>o</sup> - 2

SOUTH, JY 18, 76

The segmented, round "cork" obliterator was also likely applied by the R.P.O. clerk.

## Midland Railway

No proof strike is known for this circular date stamp registration marking, which is reported used from February 9, 1876 until March 20, 1878. This example is, as usual, a transit backstamp on a registered cover, which originated at Brechin and is addressed to Toronto. The only other postmark present is the Toronto receiving cancellation with an illegible date. The routing was probably via the southbound Midland Railway mail car, where it would have been put into a sealed bag for transfer at Lorneville, to the southbound Toronto & Nipissing Railway mail car to Scarborough Junction and Toronto.

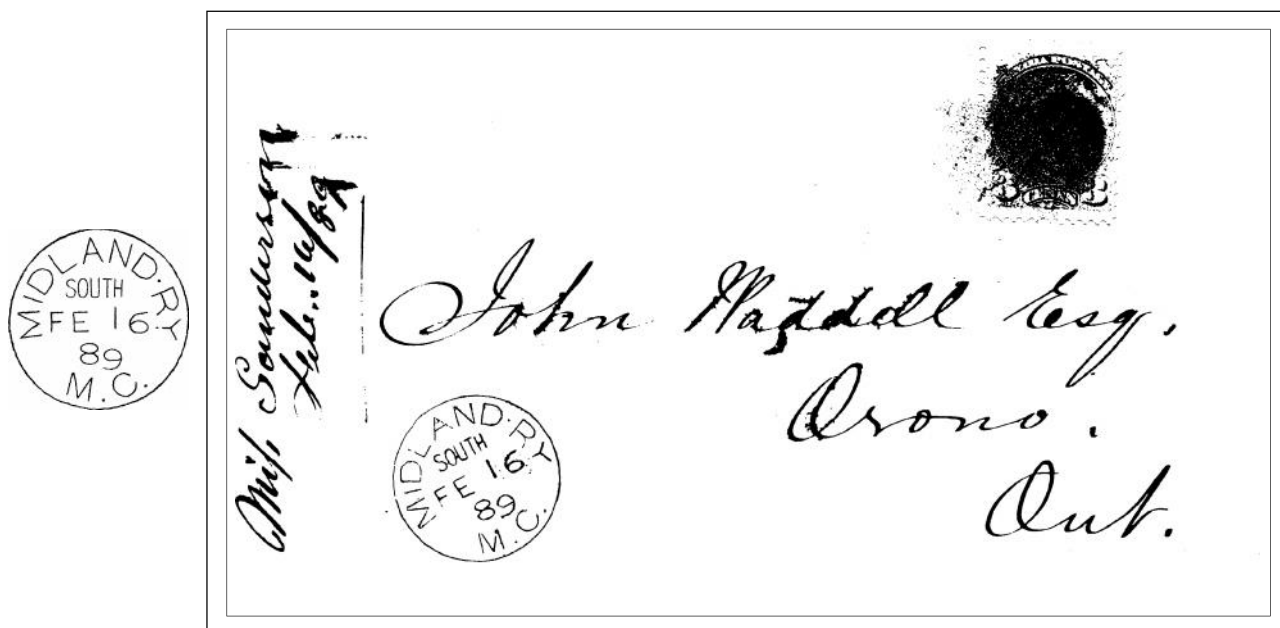


RG-24

REGISTERED / MID - R

FE 26, 77

The next postmark bearing the Midland name was proof struck January 25, 1883. It is recorded used from 1883 until 1889, with a N, NORTH or SOUTH direction indicium.



RR-102

MIDLAND - RY / M. C.

SOUTH, FE 16, 89

In 1884, the **Midland Railway**, along with the **Toronto & Nipissing Railway**, the **Whitby, Port Perry & Lindsay Railway**, the **Victoria Railway** and the **Grand Junction Railway**, were leased to the **Grand Trunk Railway**. In 1893, they were entirely amalgamated with that system.

At about the same time two important "missing links" were constructed. The first was between Peterborough and Omemee and the second was between Blackwater, on the Toronto & Nipissing and Manilla Station (became Cresswell in 1882), on the Whitby, Port Perry & Lindsay Railway.

## Midland Railway - Toronto & Nipissing Railway

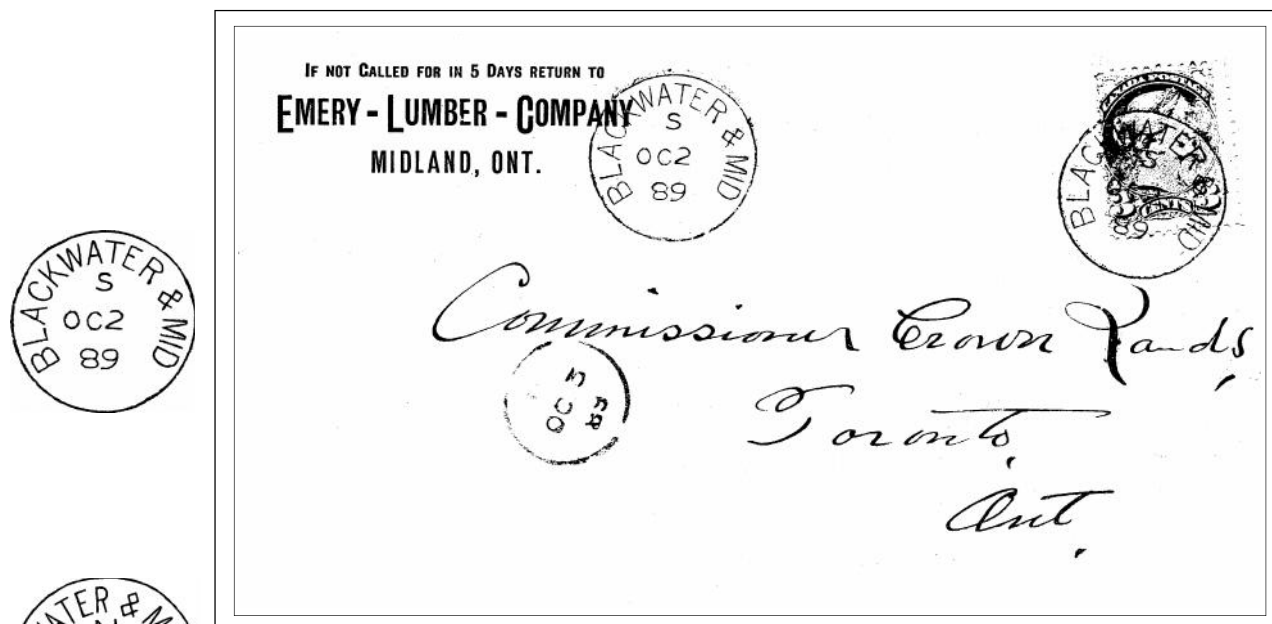
The next cancellation with the Midland name was proof struck on October 20, 1887 and is known used from 1888 until 1889, with either a N or S direction indicium. This example is a transit backstamp on a cover, which originated at Uptergrove, situated on the line to the east of Orillia. Routing was probably similar to the Brechin registered cover discussed on the preceding page.



RR-103 MIDLAND - RWY / M. C. S, FE 18, 89

The Toronto receiving backstamp is dated the following day.

On August 26, 1889 a postmark was proof struck for a new run, over the Toronto & Nipissing, between Blackwater Junction and Lorneville and over the Midland, between Lorneville and Midland. A second cancellation for the run was proof struck on September 30, 1889.



O-19C BLACKWATER & MID S, OC 2, 89

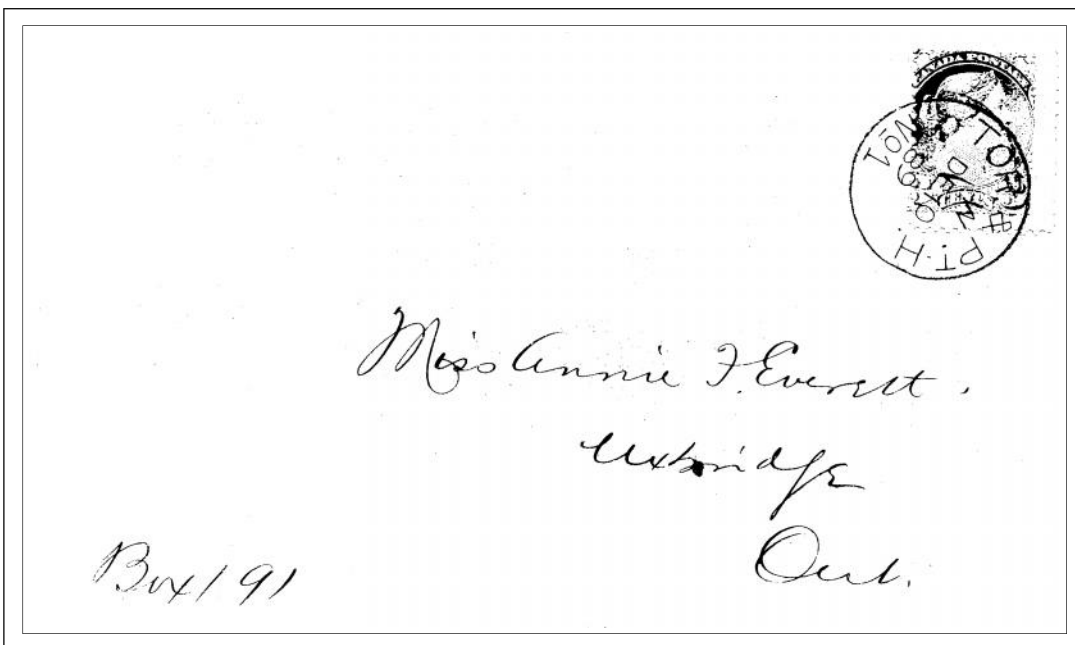
These two cancellations are very rare and are only reported used in 1889 and 1890, with a S direction indicium.

O-19A Proof

## Midland Railway - Toronto & Nipissing Railway

On August 8, 1889, two hammers were proof struck for a new run, between Port Hope and Toronto, via Peterborough, Lindsay and Blackwater Junction. The routing may have included Lorneville as well. The two hammers remained in use from 1889 until 1894.

This run appears to have been replaced by the Port Hope-Midland run connecting with the Toronto Lorneville run at Lorneville until 1901, when it was revived.

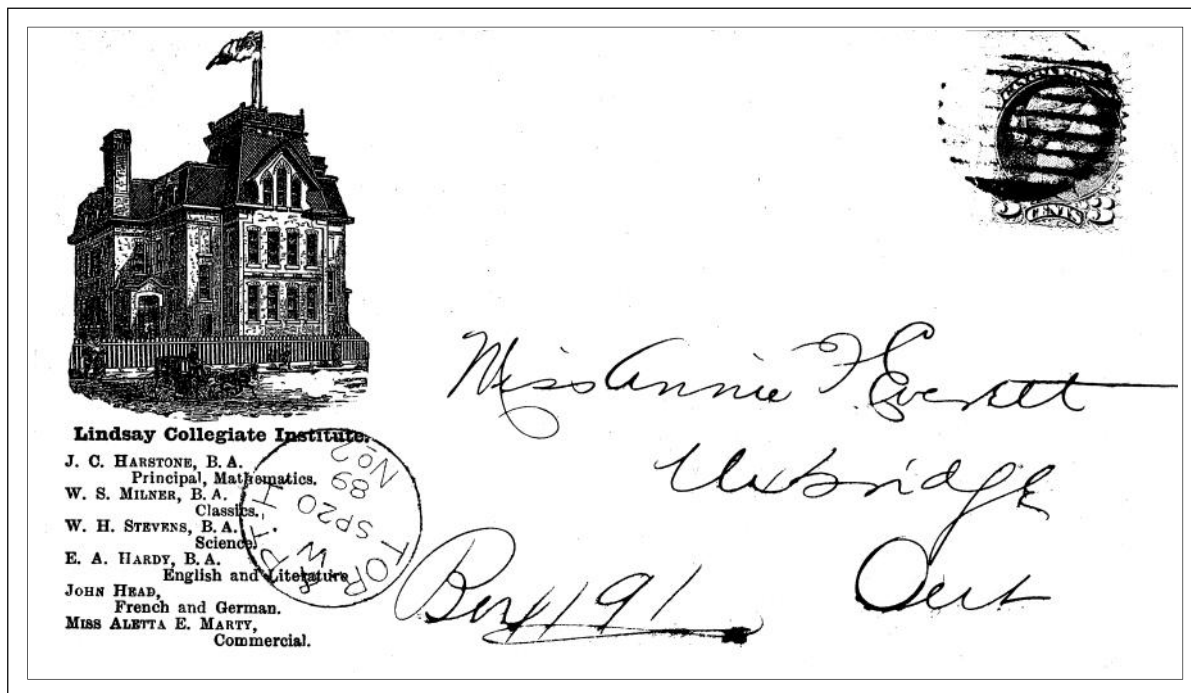


O-395

TOR. & PT - H. / No 1

W, DE 10, 89

The Uxbridge receiving backstamp is dated the same day.



O-395

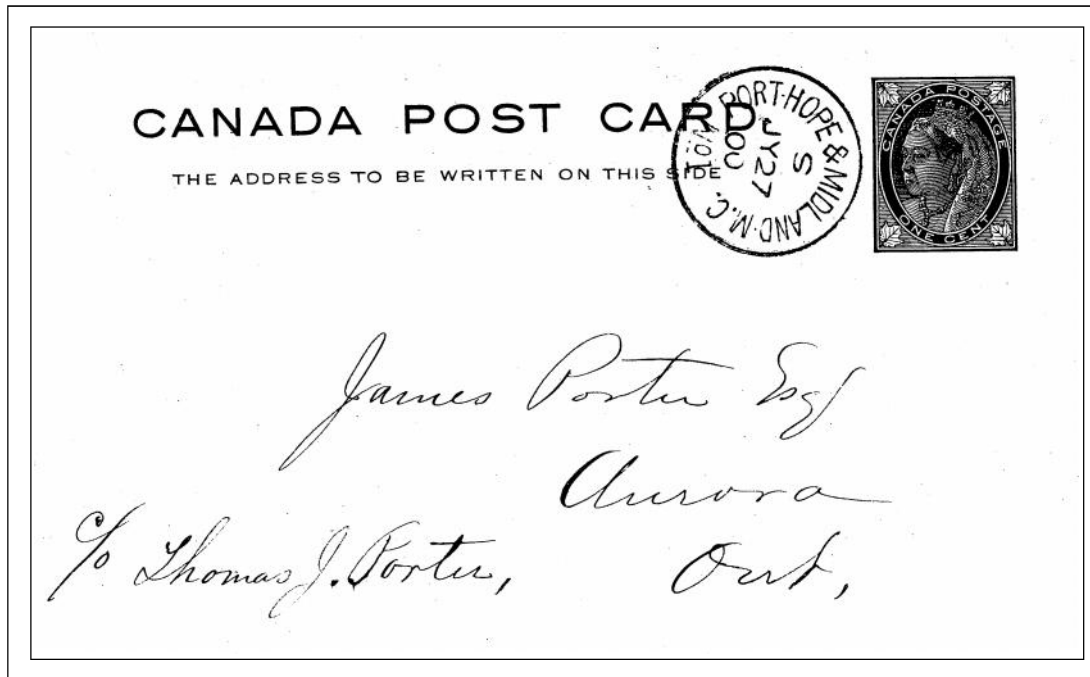
TOR. & PT - H. / No 2

W, SP 20, 89

The Uxbridge receiving backstamp is dated the same day.

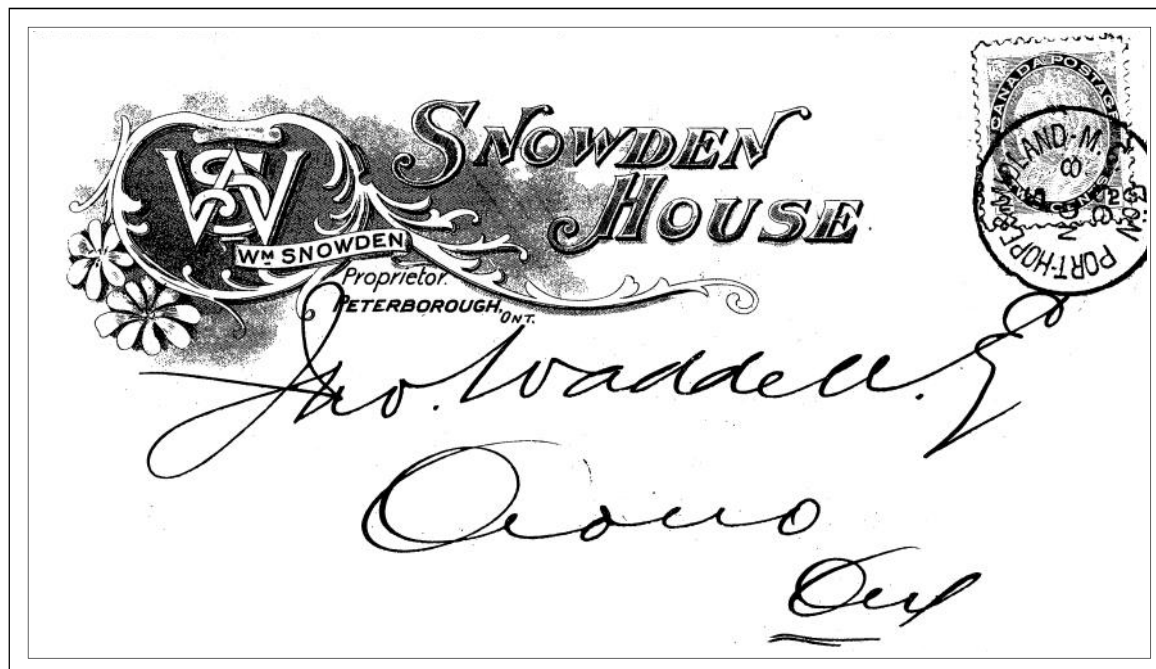
## MIDLAND RAILWAY

The last run to operate over the original Midland Railway route, between Port Hope and Midland, via Peterborough, required two hammers, which were proof struck on August 23, 1894. They remained in use until April, 1901.



O-292 PORT HOPE & MIDLAND - M. C. / No 1 S, JY 27, 00

This card originated at Waubaushene. There is no arrival postmark present.



O-292 PORT HOPE & MIDLAND - M. C. / No 2 S, NO 8, 99

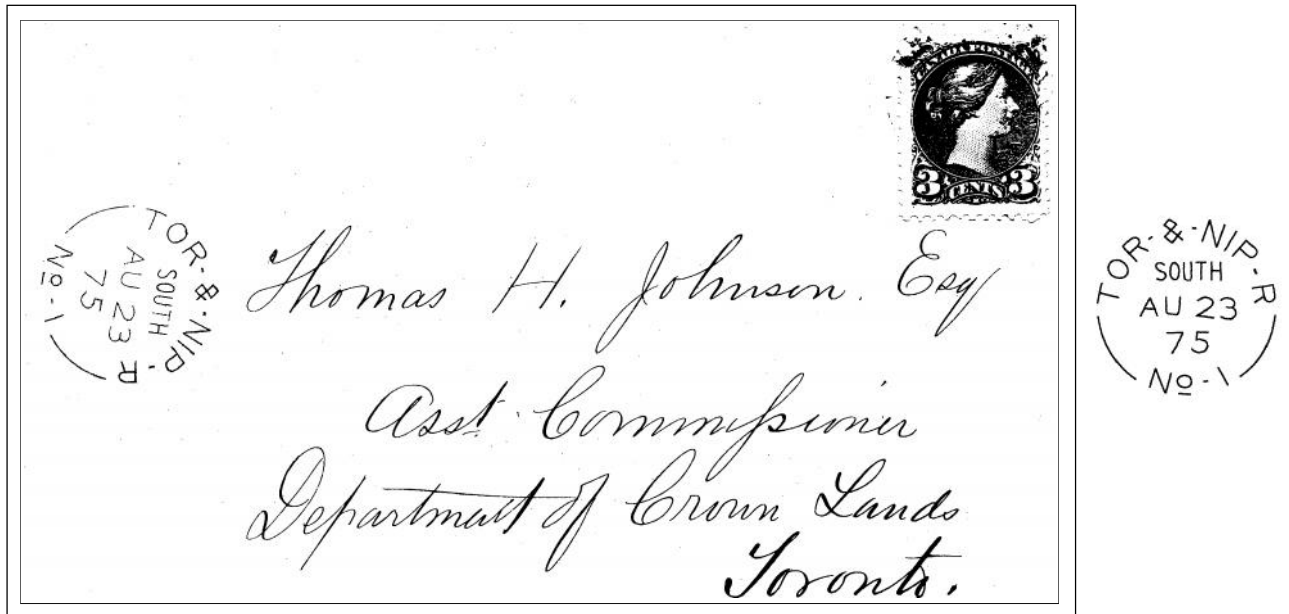
This cover was probably posted at the station in Peterborough and travelled south to Port Hope, where it was transferred aboard a westbound Montreal & Toronto mail car in a closed bag. A Newcastle transit backstamp, indicates that it was transferred from the R.P.O. there and then travelled north to Orono by road, where it arrived the following day, as shown by the arrival backstamp.



## Toronto & Nipissing Railway

The Toronto & Nipissing Railway had been incorporated, in 1868, to build from Toronto to Lake Nipissing and a connection with the Canada Central Railway. In November, 1873, this narrow gauge (3 ft., 6 in.) line reached Coboconk (*Victoria County, called Shedden 1873-1881*) and no further construction took place.

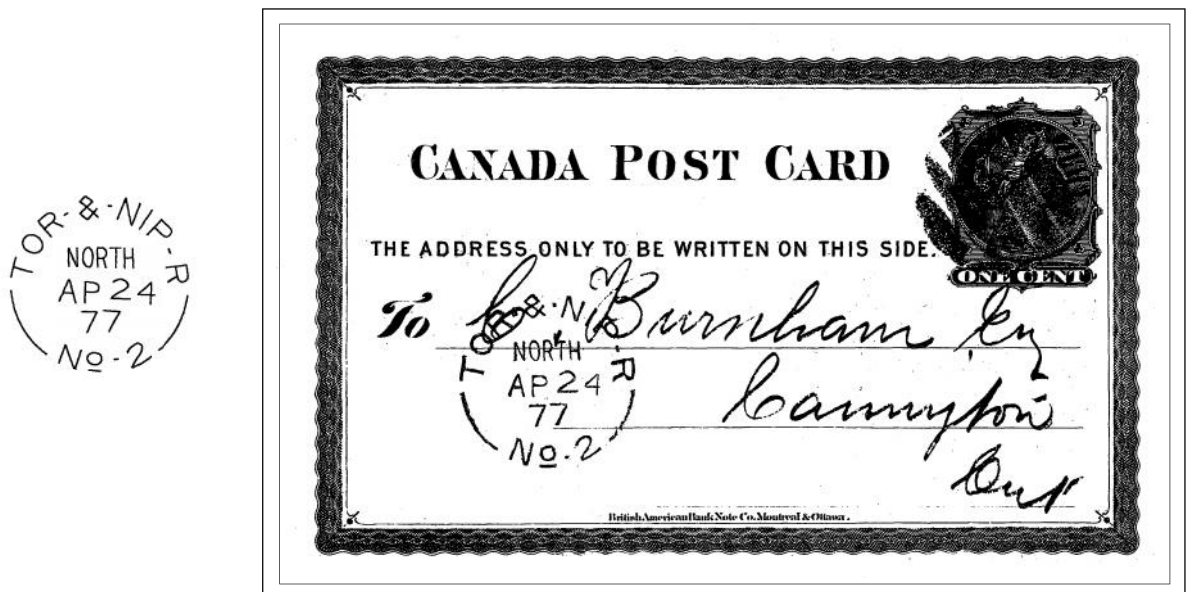
The first postmark used on this railway is known in two hammers and is reported used between 1875 and 1888. Both "NORTH" and "SOUTH" direction indicia were used, as well as "N".



O-381

TOR - & - NIP - R / NO - 1

SOUTH, AU 23, 75



O-381

TOR - & - NIP - R / NO - 2

NORTH, AP 24, 77

A registration postmark is reported used between August 3, 1875 and September 26, 1878. It is always used as a transit making, without any train direction or train number indicator.



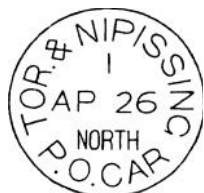
RG-37

## Toronto & Nipissing Railway

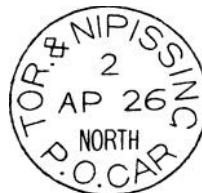
Two hammers of the next postmark used on the line were proof struck April 26, 1882. The earliest known date is May 16, 1882 and the latest is June 9, 1886. Two train numbers, 1 and 2 and two directions, NORTH and SOUTH were used but no year date is present on any examples of which I am aware.


  
**TOR. & NIPISSING / P. O. CAR**

Chord "a" is measured from the **tops** of the letters. Chord "b" is measured from the **bottoms** of the letters.



*O-380, Hammer 1 Proof*



*O-380 Hammer 2 Proof*

Hammer	a	b
1	13 3/4	15 1/4
2	14 1/4	16

On October 8, 1886, the next two hammers appearing in use on the railway were proof struck and were used from 1887 until 1889, with N or S direction indicators.



*O-381A, Hammer 1*



*O-381A, Hammer 2*

It is likely that R.P.O. service operated the entire length of the line until sometime around 1890 and that then it was cut back to operation only as far north as Lorneville.

Three postmarks were used for the Toronto-Lorneville run. The earliest catalogue listing is **O-359**, TOR. & LORN M. C. / No. , used between 1892 and 1894, with direction indicia S, SOUTH and E reported. There is no proof strike recorded for this cancellation and your editor has never seen an example. Study group members are requested to report their holdings.

Two hammers for the second earliest listing for the run were struck on June 2, 1890. This cancellation has been reported from 1893 until 1894 with S, NORTH or SOUTH direction indicators.



*O-359A, Hammer 1 Proof*



*O-359A, Hammer 2 Proof*



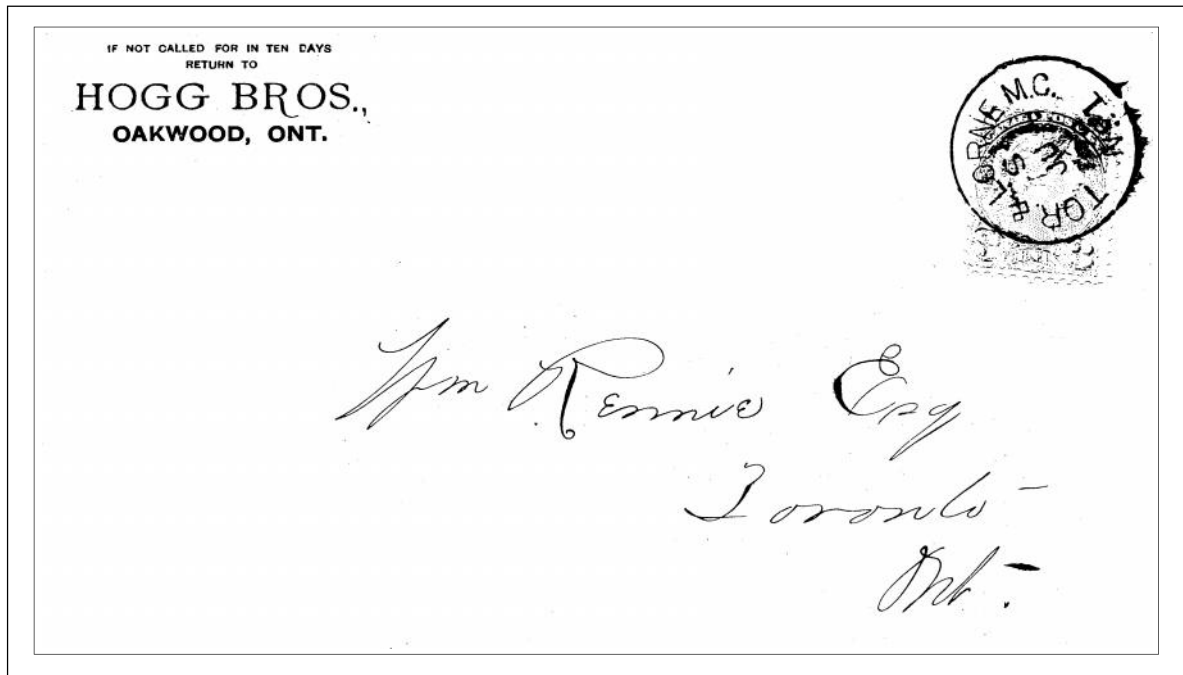
## Toronto & Nipissing Railway

Two hammers of the final postmark used for the Toronto-Lorneville run, were proof struck December 6, 1894. They remained in use as late as February 2, 1901 and used N or S direction indicators or in the case of the example shown of hammer 2, train number 2.

O-358 Hammer 1 Proof



O-358 Hammer 2 Proof



O-358 TOR. & LORNE M. C. / No 1 S, JU 4, 96

The Oakwood coner card suggests that the Toronto-Lorneville run may have been routed via Lindsay.



O-358 TOR. & LORNE M. C. / No 2 2, FE 2, 01

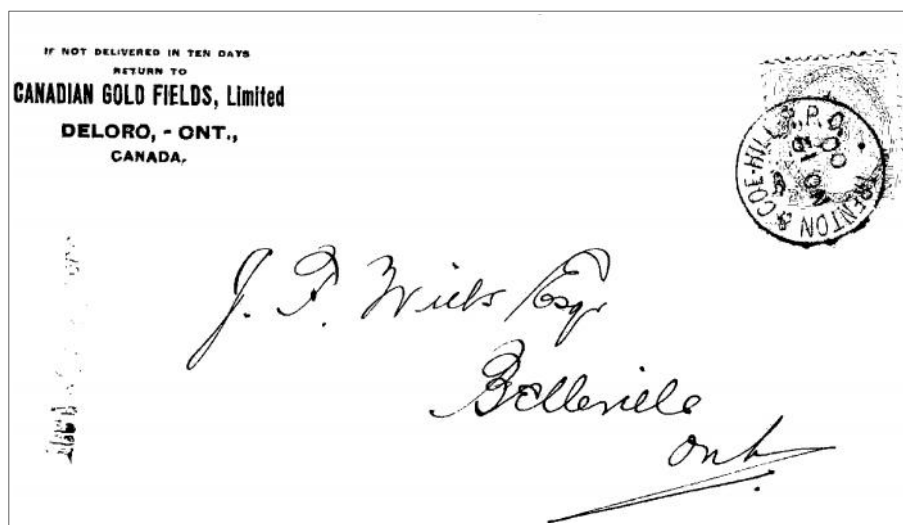
## The Caboose

**Peter McCarthy** reports a new early date for listing **O-293**, PORT HOPE & TORONTO R.P.O. / N<sup>o</sup> 1. The previous ERD was 1901/07/16.



Peter also submits this lovely example of a rare cancellation which was used on the Central Ontario Railway. It is dated only 4 days before the LRD.

Listing **O-418**  
TRENTON & COE HILL  
R.P.O. / . is only known used  
between 1900/08/14 and  
1900/11/23.



MA-107h FAKE



Your editor purchased this cancellation on a small piece, described as **MA-107h**, HX. DIG. & YAR. / R. P. O. / W. L. RYAN, at a recent auction. I suspected that it was a fake from the illustration in the catalogue and my suspicion was confirmed when I examined it. There is a subtle variation in the colour and intensity of the ink of the CDS and "W. L. RYAN". The ink of the latter bleeds into the paper. The letters of the clerk name are uneven as a result of being written rather than printed from type. I would appreciate seeing other examples of this cancellation to determine whether the listing is appropriate.

## Newfie Hammer Analysis

**Brian Stalker** has just released his hammer analysis of listings **N-101** to **N-126**, as well as the second batch of Corrigenda and Updates, to the participating members of the study group. Brian has had less feedback than he anticipated from his previous release, including the difficult **N-100** hammers, except for contributions from **Albert Govier** and **Warren Bosch**. He is grateful for the efforts of **Bill Robinson** in providing updates and answers to questions. New participants are very welcome especially those with post confederation material, as Brian works more on **N-105** and **N-106**!

## Secretary's Report from Chris Anstead

**Alfred Peatman**, long-time collector of R.P.O. postmarks and member of our study group since 1980, has passed away. From St. John, N.B. until he relocated to Edmonton, Mr. Peatman will be remembered as a frequent attendee of BNAPS conventions. He was in his 90s.

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