

In this issue, we study the postmarks used on the predecessor lines, which eventually formed the Canadian Pacific Railway in New Brunswick and an important connecting link to Quebec, the International Railway.

Additionally, **Bob Lane** contributes some recollections of a former western R.P.O. clerk and **Murray Smith** and **Jon Cable** report new early and late dates.

Congratulations to **Peter McCarthy** on receiving a **Vermeil** at Orapex in Ottawa for his exhibit, "Cancellations used by Railroad Post Offices" and to **Bob Lane** on being awarded a **Vermeil** at the Edmonton National level show and a **Gold** at Orapex in Ottawa for his exhibit, "Railway Post Office Cancellations used in Manitoba".

Bob advises us that the BNAPS Manitoba and Northwestern Ontario Regional Group, and Brandon University, have agreed to produce the Jory Collection on the Internet. This collection of early Manitoba covers, which resides in the university's archives and is rich in interesting RPO strikes.

Secretary's Report from Chris Anstead

Two have joined our study group. **Murray Smith** 1092 TBRS, Bluewater Beach, RR # 1 Wyevale, ON, L0L 2T0 is a regular attendee of the BNAPEX meetings and a keen collector of Newfoundland postmarks. And **Walter J. Veraart**, Pr. Mauritsstraat 13, 1901 CL Castricum, The Netherlands, is our first Dutch member. His interests include R.P.O.s from coast to coast with a side interest in comic postcards with a R.P.O. postmark. Welcome aboard!

Your secretary apologizes for a transcription error in **Lionel Gillam's** address. It should read 23 High Trees, Stag Lane, Rotherham, South Yorkshire, UK, S60 3NU.

On a sadder note, **Gordy Craig** of Maple Ridge, BC has passed away, following an extended illness. One of his children may continue his collection of BC postmarks.

The Canadian Pacific Railway in New Brunswick

The Canadian Pacific Railway in New Brunswick was assembled from an group of earlier lines as shown in the chart.

New Brunswick & Canada Ry.

St. Andrews - Debec

Completed 1862

Watt Jct - St. Stephen

Completed 1866

Debec - Woodstock

Completed 1868

Debec - Houlton

Completed 1874

1883 - Leased to

New Brunswick Ry.

European & North American Ry.

Western Extension

St. John - Vanceboro

Completed 1871

1878 - Sold to

St. John & Maine Ry.

1884 - Leased to

New Brunswick Ry.

New Brunswick Ry.

Woodstock - Fredericton

Completed 1873

Fredericton - Fredericton Jct.

Completed 1875

Woodstock - Edmunston

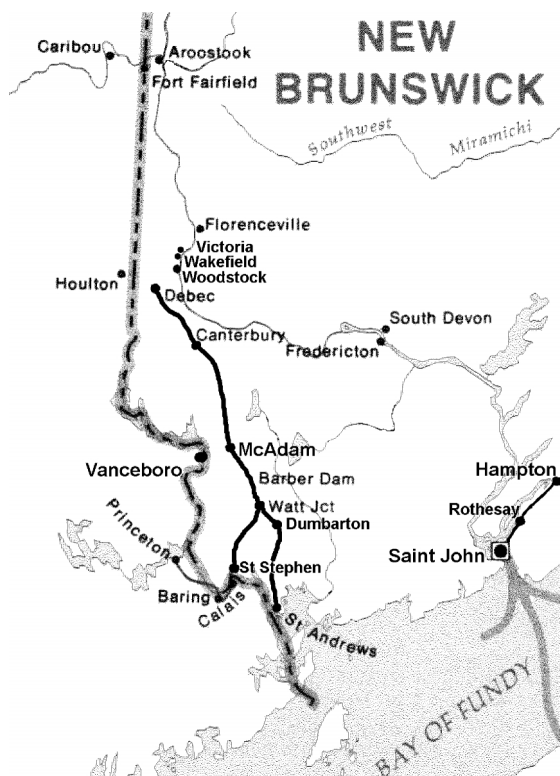
Completed 1878

1890 - Entire system leased to

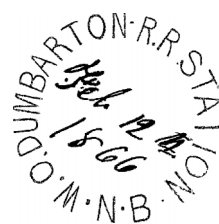
Canadian Pacific Ry.

New Brunswick & Canada Railway

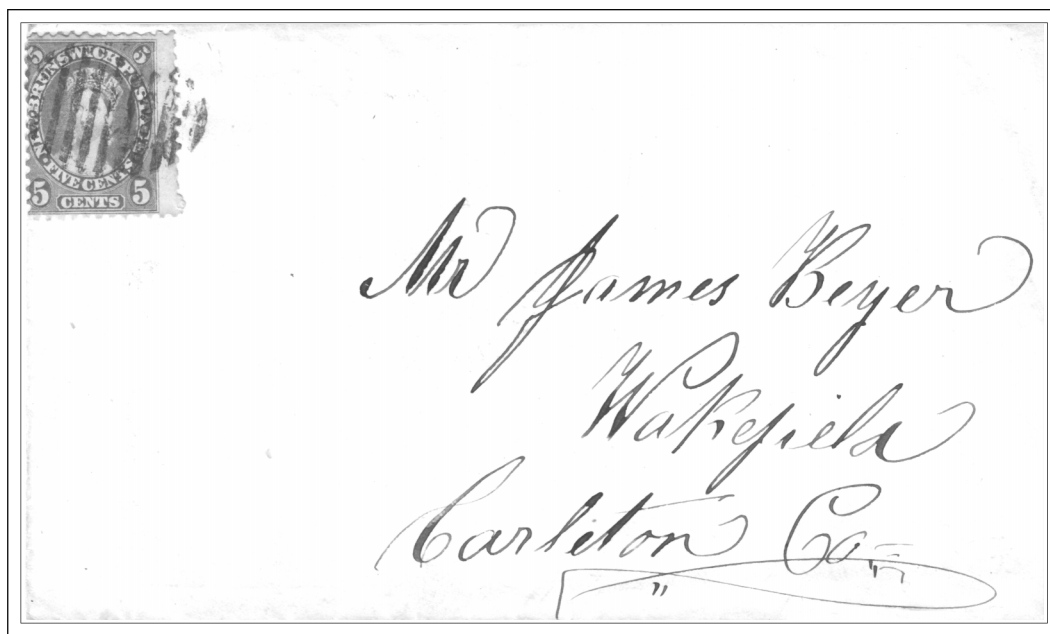
The New Brunswick & Canada Railway was the first railway built in New Brunswick. The first section, between St. Andrews and Bartlett, a distance of 10 miles, was opened for traffic in 1851. Thereafter, it was extended 5 miles, to Dumbarton, in September 1853, then 9 more miles to Barber Dam, in October, 1857 and a further 31 miles to Canterbury, in December 1858. In 1862, 23 more miles were built to Debec. In 1868, the line finally reached Woodstock, where it halted. By 1868, a 19 mile branch was also in operation between St. Stephen and Watt Junction. Another branch, between Debec Junction and Houlton, Maine, 9 miles, was completed in 1871.



The only known postmark used in association with the railway, before it was leased to the New Brunswick Railway in 1883, is this depot cancellation. It is found as a transit backstamp on this cover, which probably originated near Dumbarton. There is also a FREDERICTON, N.B., FE 14, 1866 backstamp, as well as WOODSTOCK, NEW BRUNSWICK, FE 14, 1866 and W.O. VICTORIA, N B, *Feb 14, 66* backstamps.



Period - February 12, 1866 to March 18, 1866

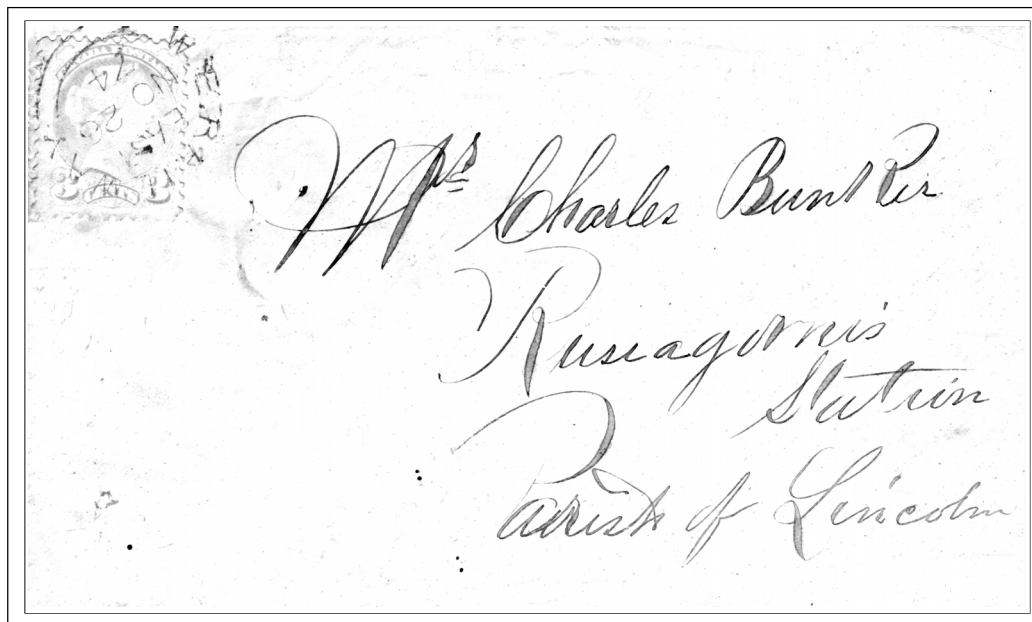
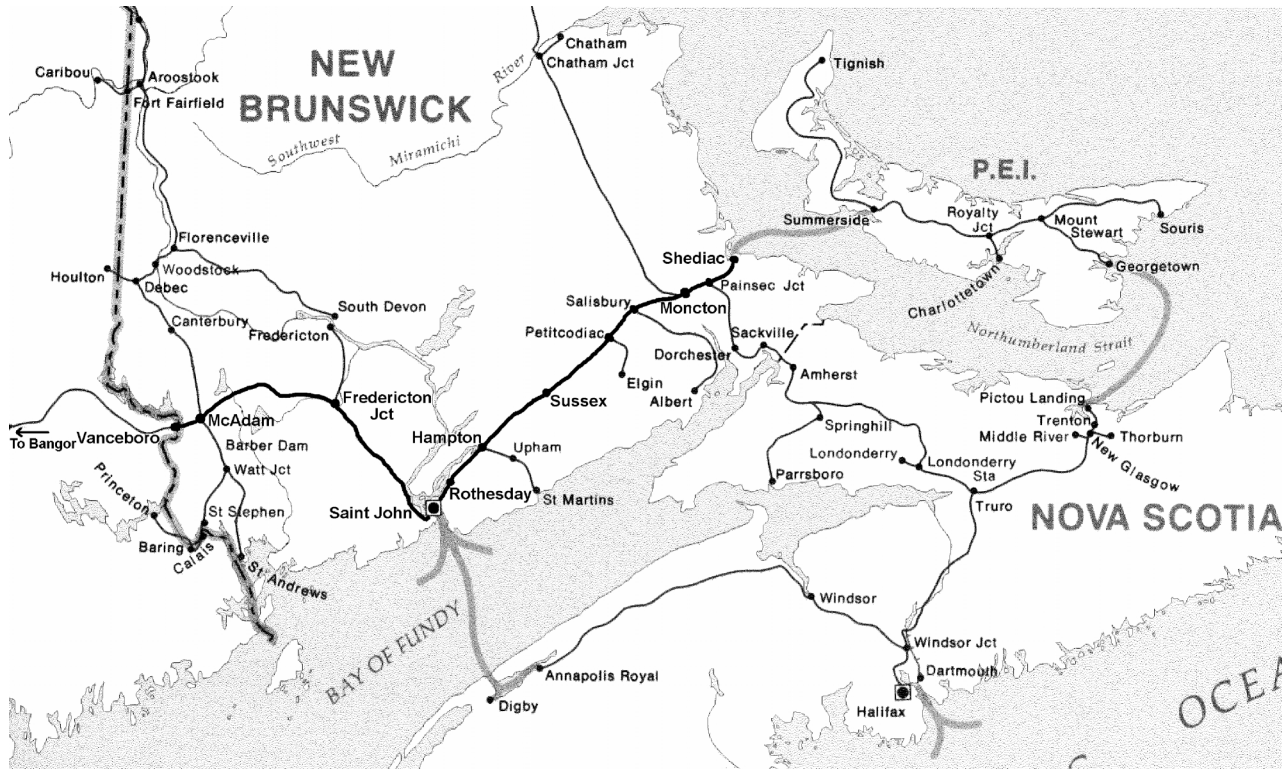


DD-8 W. O. DUMBARTON - R. R. STATION / - N - B - FEB 12, 1866

European & North American Railway - Western Extension

On October 19, 1871, the last spike was driven at Vanceboro, joining the American section of the European and North American Railway between Bangor and Vanceboro, Maine and the Western Extension of the European and North American Railway, between St. John, N.B. and Vanceboro, which had been completed earlier.

The earliest postmark used on the Western Extension, appeared in December, 1872 and remained in use until April 10, 1876. Both EAST and WEST direction indicia were used.

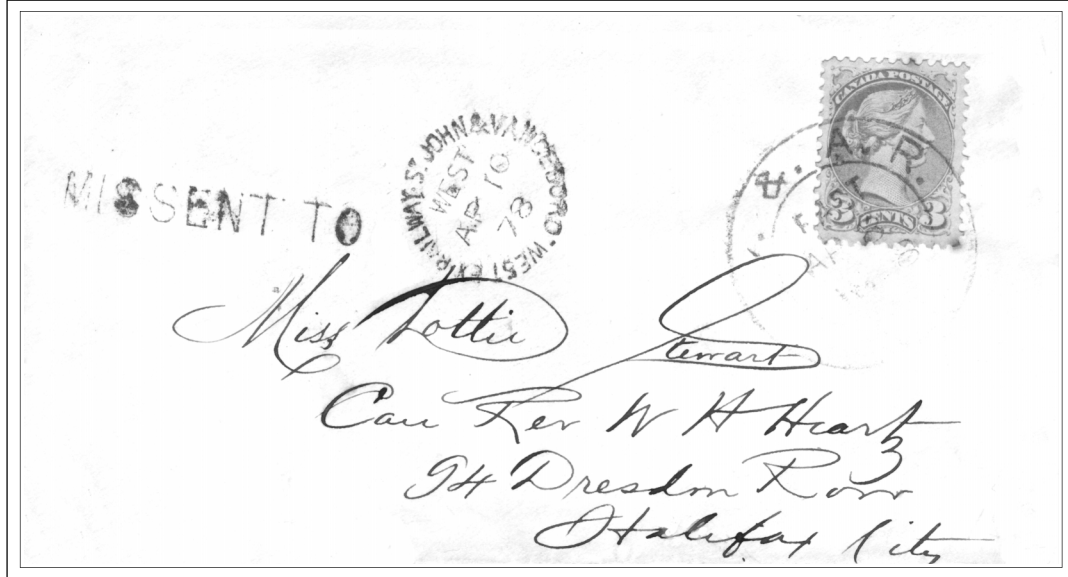


RR-193 W. E. RAILWAY EAST, NO 26, 74

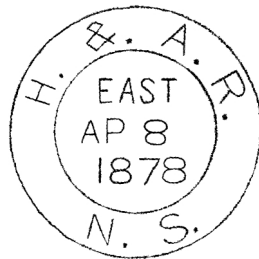
There are other transit or receiving postmarks on the cover.

European & North American Railway - Western Extension

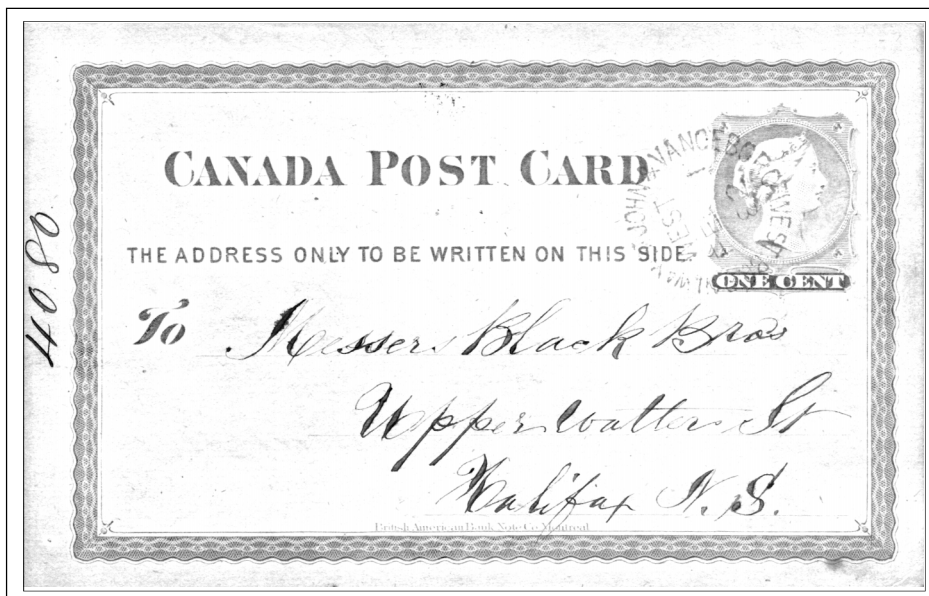
The second postmark used on the line is known by two similar hammers, the first proof struck on September 29, 1875 and the second unknown. They are recorded from 1876 until 1880, with either EAST or WEST direction indicia.



RR-78 H. & A. R. / N. S. EAST, AP 8, 1878
MA-228 WEST EX - RAILWAY - ST JOHN & VANCEBORO WEST, AP 10, 78



This cover was posted aboard the Halifax & Annapolis railway post office car, on the Windsor & Annapolis Railway. The clerk cancelled it and misdirected it to the St. John & Vanceboro railway post office car. That mail clerk stamped the cover with the straight line, "MISSSENT TO" and postmarked it with his circular date stamp before redirecting the cover back to Halifax. The date on the Halifax receiving backstamp is illegible.



The third postmark used on the line was proof struck on January 1, 1881. It is recorded used from February 18, 1881 until February 1, 1882 and is only known with a WEST direction indicium.

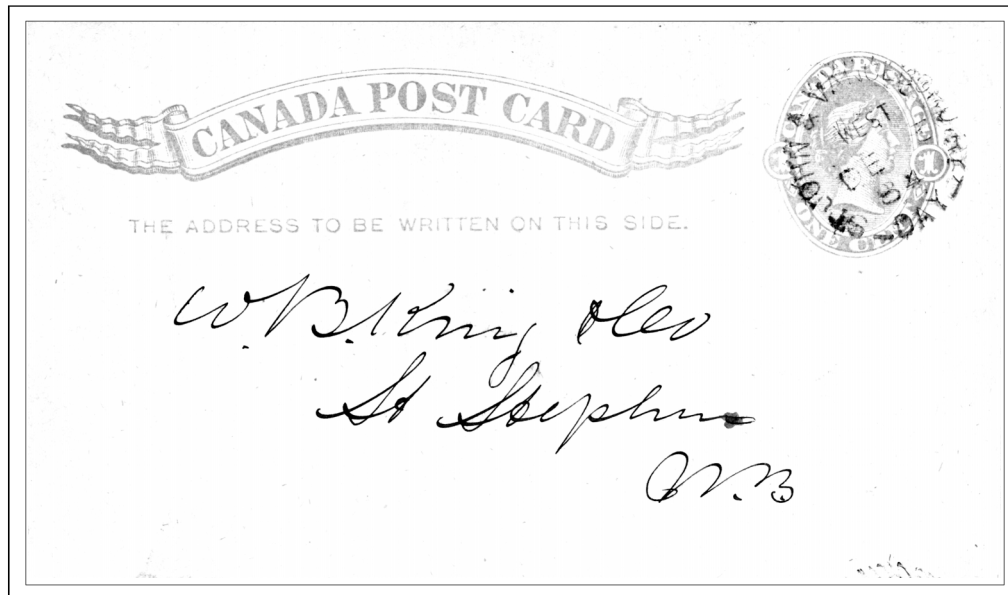


MA-227 WEST - BR - RAILWAY - ST JOHN & VANCEBORO WEST, FE 1, 82

There is no Halifax receiving backstamp.

New Brunswick Railway

In 1878, the **WESTERN EXTENSION** was sold and began operations as the **Saint John & Maine Railway**. In 1884, the line was acquired by the **New Brunswick Railway**, which was leased to the **Canadian Pacific Railway** on September 1, 1890.



Proof Date
January 16, 1882



Earliest Date
July 17, 1882

Latest Date
January 31, 1888

Indicia
EAST, WEST

MA-231a SI JOHN & VANCEBORO RY / DAY WEST, DE 3, 84

This card has a SI - STEPHEN, N.B., PM, DE 3, 84 receiving backstamp.

Proof Date
unknown



Earliest Date
June 20, 1886

Latest Date
October 27, 1896

Indicia
WEST, E, W



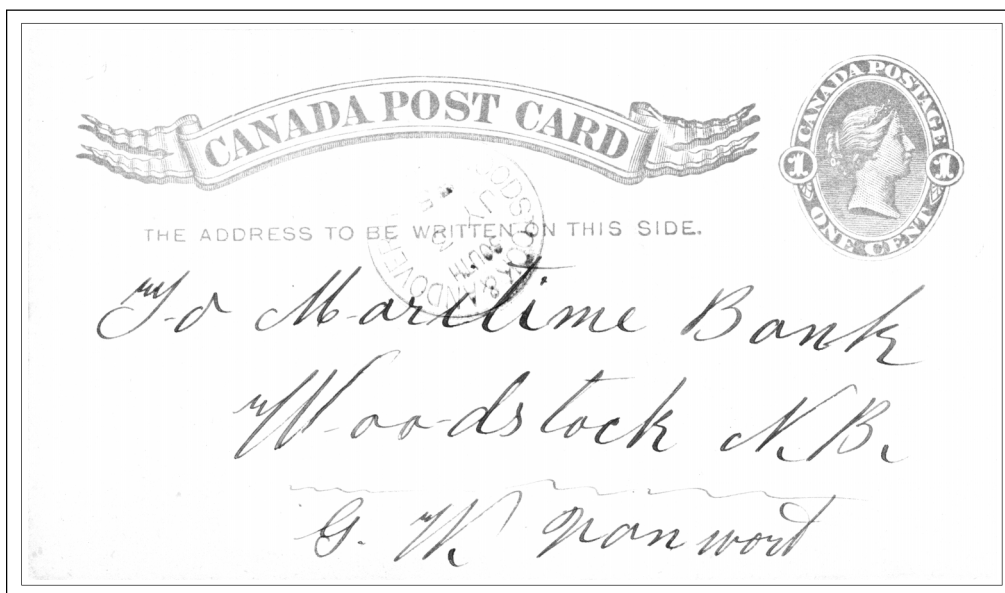
MA-232 SI JOHN & VANCEBORO RY. / NIGHT. WEST, JU 20, 86

There is a Mount Vernon, NY receiving backstamp dated June 22.

New Brunswick Railway

By 1885, the New Brunswick Railway had leased both the New Brunswick & Canada Railway and the St. John & Maine Railway.

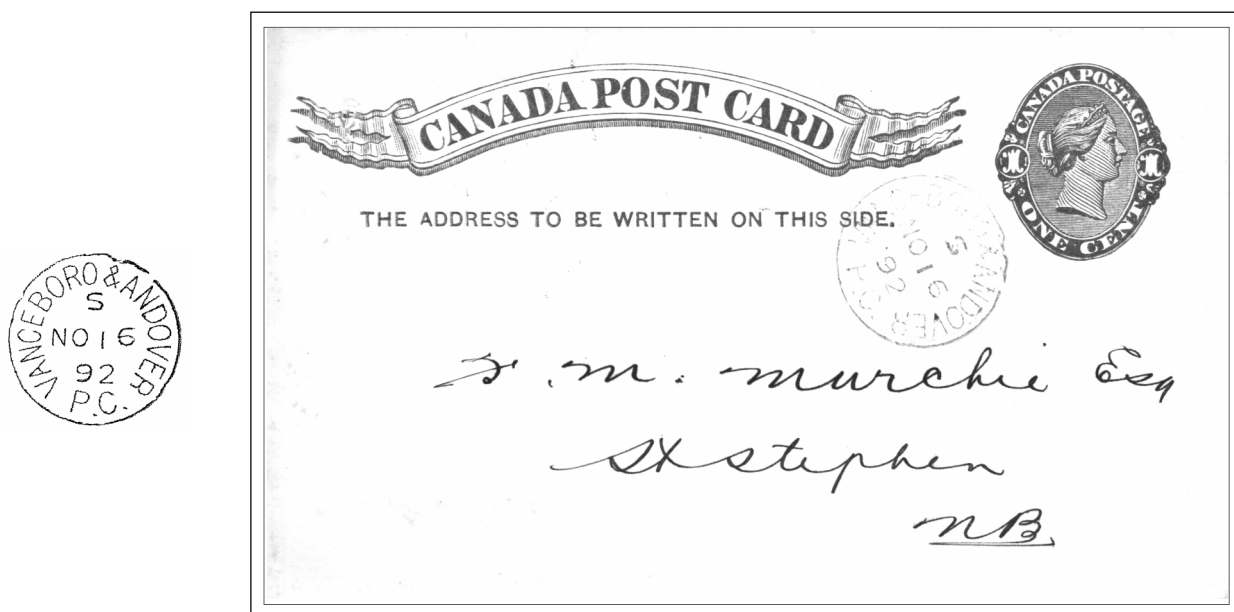
This postmark is recorded used between February 11 and August 7, 1885. Only the SOUTH direction indicium is known. No proof record exists.



MA-263 WOODSTOCK & ANDOVER RY / N. B. SOUTH, JY 3, 85

There are no other transit or arrival postmarks on this card, which was posted aboard the train at Bath.

No proof record exists for this postmark or its similar second hammer. It is known from October 23, 1885 until 1903, with either a N or S direction indicium.



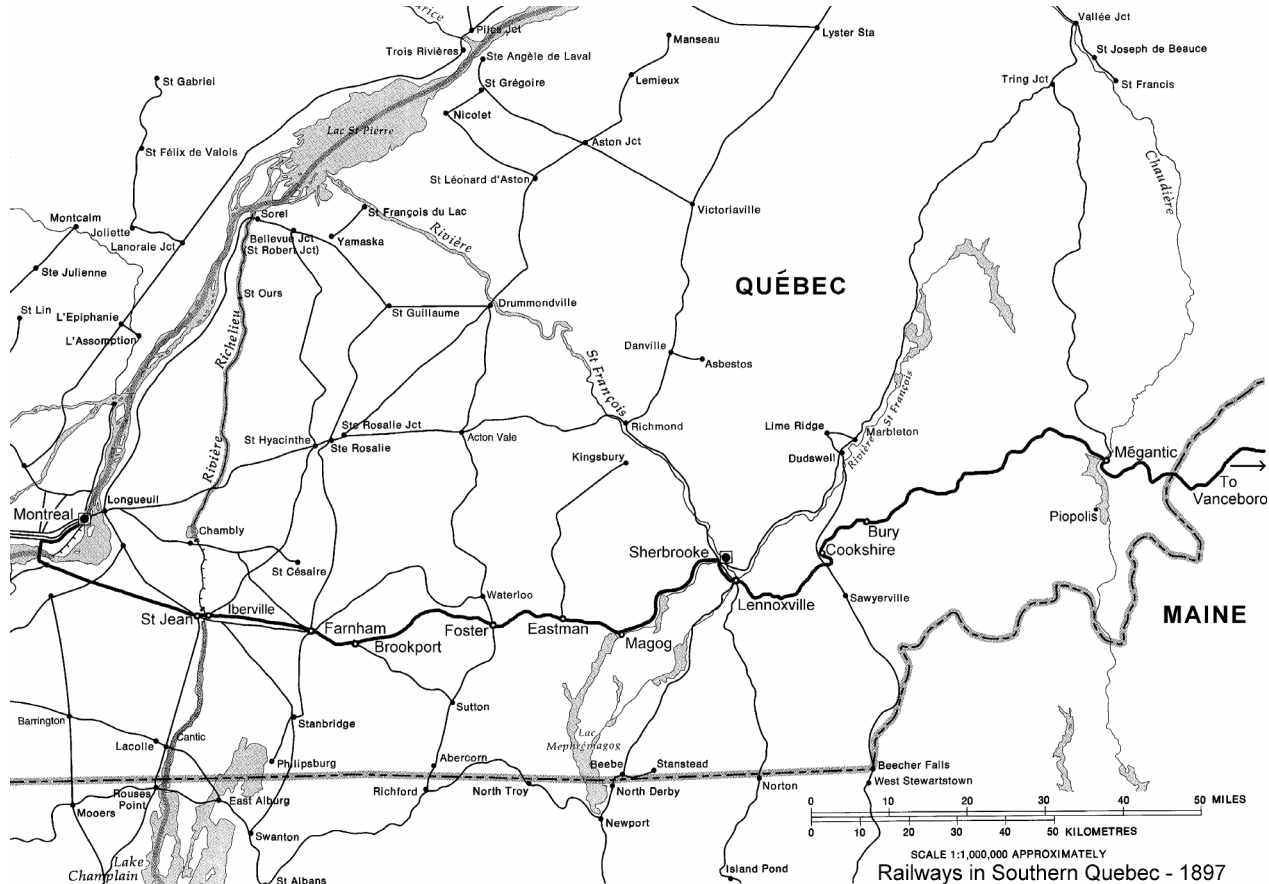
MA-262 VANCEBORO & ANDOVER / P. C. S, NO 16, 92

This card was posted aboard the train at Debec Junction. It has a SI - STEPHEN, N.B., NO 16, 92 arrival backstamp.

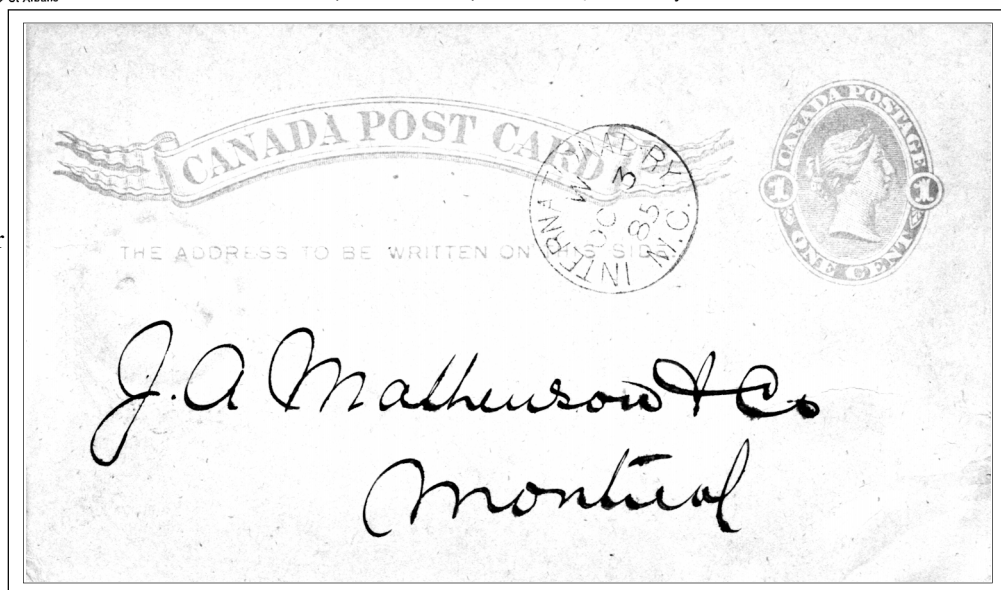
International Railway

The **St. Francis & Megantic International Railway** was incorporated in 1877, to build eastward from Sherbrooke, to connect with the **International Railway of Maine**. The first 65 mile section was completed between Sherbrooke and Megantic in 1875. Four years later, the line was extended 15 miles further east, to the Maine boundary.

In 1877, the name of the railway was shortened to the **International Railway** and it was sold to the **Atlantic & North West Railway**, along with its American counterpart. The **Canadian Pacific Railway** then leased the new railway. In 1890, the C.P.Ry. leased the **New Brunswick Railway**, including the **St. John & Vanceboro Railway**, thus giving it access to St. John.



No proof strike is recorded for the first cancellation used on the line. It is known from this early date until 1891, with either an E or W direction indicium.



RR-90

INTERNATIONAL - RY.

/

M. C.

W, OC 3, 85

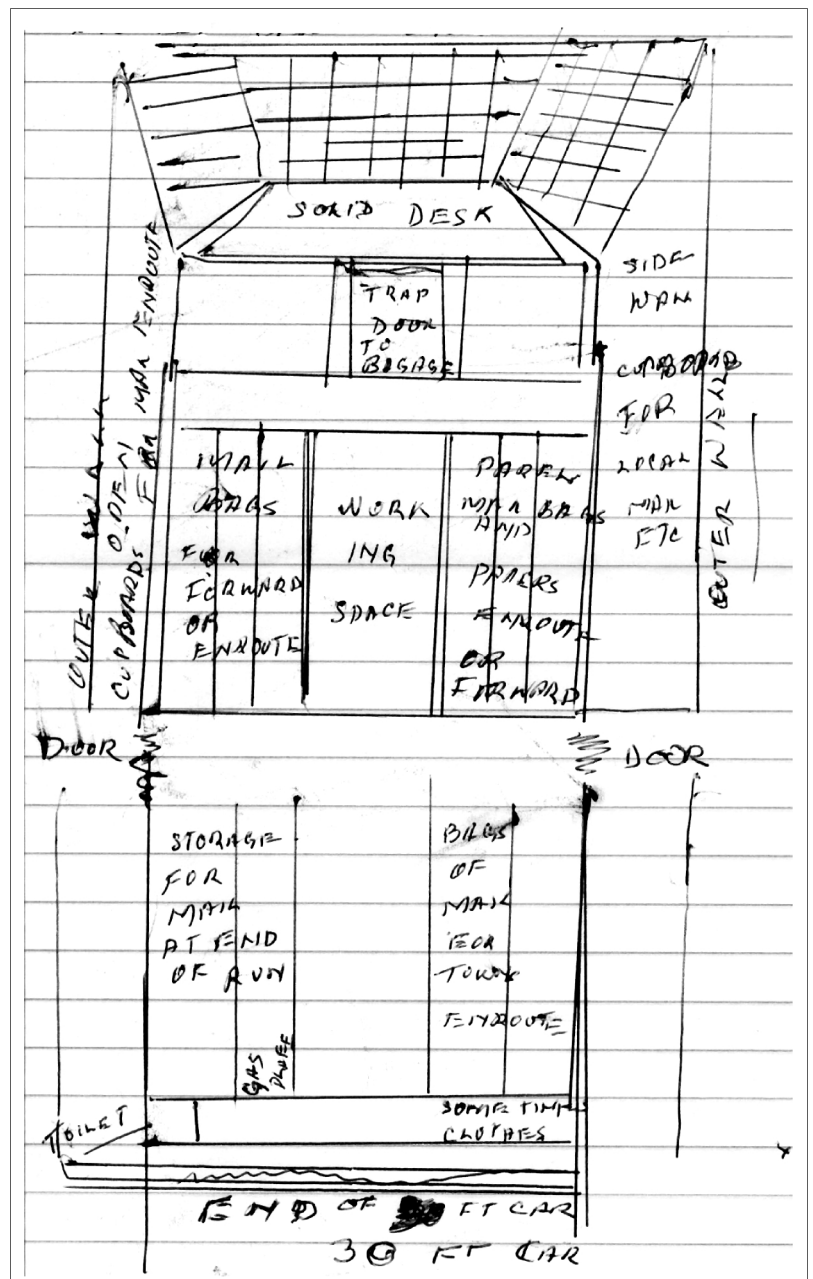
This post card was posted aboard the westbound train at Cookshire. The Montreal receiving backstamp is dated the morning of the following day.

Railway Mail Clerk Recollections courtesy of Bob Lane

“Recently, I had the pleasure of chatting with **Mr. Clarence Hopkin** of Brandon, a 90-year-old former R.P.O. clerk who served on the Brandon & Estevan, Brandon & Regina, and Brandon, Bulyea and Regina runs. He took considerable effort to document his recollections for me, including a detailed drawing of the interior of a R.P.O. car. Of particular interest to me, was his explanation of a cover which I have, that shows the Souris & Regina R.P.O. (W-149), being used on the line eastbound from Souris. Mr. Hopkin recalls that it was the practice for the Winnipeg to Souris crews, to work only as far as Methven (about 25 miles east of Souris), so that the Souris to Regina crews had to travel eastward to cover the remaining line.”

WINNIPEG, SOURIS, ARCOLA, REGINA									
READ DOWN		Miles	TABLE 109			READ UP			
119	55					56	120		
P.M.	A.M.		Central Time			P.M.	P.M.		
b 5.50	9.35	0.0	Lv	WINNIPEG	Ar	9.50	b 12.10		
6.12	9.50	7.0		Murray Park		9.30	11.48		
6.34	10.02	13.3		Headingley		9.19	11.35		
6.52	10.16	20.7		Springstein		9.02	11.20		
7.11	10.30	26.8		Starbuck		8.51	11.07		
7.32	10.45	34.5		Fannystelle		8.39	10.45		
f 7.54	10.58	40.7		Culross		8.28	10.20		
8.10	11.08	45.3	Ar	Elm Creek	Lv	8.20	10.10		
8.25		45.3	Lv	Elm Creek	Ar		10.00		
8.40		51.3		Barnsley			9.42		
9.14		57.5		Carman			9.25		
9.37		62.9		Graham			9.09		
9.54		69.2		Roland			8.51		
10.13		77.3		Kron-gart			8.09		
10.35		83.0		Plum Coulee III			7.45		
10.51		89.3		Horndean			7.29		
11.12		94.6	Ar	Rosenfeld	Lv		7.14		
11.15			Lv	Rosenfeld	Ar		7.10		
11.36		101.4		Altona			6.50		
b 12.00		108.4		Gretna			b 6.30		
NITE			Lv	Elm Creek	Ar	8.20	A.M.		
	1.08	45.3		Haywood		8.04			
	1.27	54.5		St. Claude		7.52			
	1.40	61.0		Rathwell		7.36			
	1.57	70.1		Treherne		7.24			
	2.12	77.0		Holland		7.09			
	2.35	85.0		Landseer		6.59			
	2.43	90.6	Ar	Cypress River	Lv	6.50			
	2.53	95.6	Lv	Cypress River	Ar	6.25			
	3.10	104.6		Glenboro		6.10			
	3.27	112.3		Stockton		5.55			
	3.45	120.1		Treebank		5.40			
	3.58	127.7		Banting		5.35			
	4.15	135.9		Methven		5.30			
	4.32	144.2		Nesbitt		5.04			
	4.49	152.6		Carroll		4.55			
	4.66	161.3		Newstead		4.45			
245		169.9	Lv	SOURIS 119	Lv	4.45	246		
Mon.		178.6	Lv	SOURIS	Ar	4.30			
A.M.		187.3	Ar	Schwitzer 119	Lv	4.20	5.30		
7.00		196.0	Ar	Estevan 119	Lv	4.05			
7.17		204.7	Lv	Schwitzer 119	Ar	4.20	5.00		
		213.4		Denbow		4.10			
		222.1		Deleau		3.58	4.21		
		230.8		Findlay		3.40	3.04		
		239.5		Pipestone		3.21	2.45		
		248.2		Reston 106		3.08	2.20		
		256.9		Sinclair, Man.		2.42			
		265.6		Antler, Sask.		2.26			
		274.3		Fry's		2.15			
		283.0		Redvers		2.05			
		291.7		Wauchope		1.44			
		300.4		Manor		1.27			
		309.1		Carlyle		1.09			
		317.8	Ar	ARCOLA C.T.	Lv	12.45			
		326.5	Lv	ARCOLA M.T.	Ar	1.20			
		335.2		Kisbey		1.00			
		343.9		Forget		10.43	P.M.		
		352.6	Lv	Weyburn 121	Ar	8.50			
		361.3	Lv	Stoughton 121	Ar	10.27	7.32		
		369.9		Howard		10.15	7.17		
		378.6		Creelman		9.59	7.01		
		387.3		Fillmore		9.47	6.48		
		396.0		Osage		9.31	6.32		
		404.7		Tyva		9.16	6.16		
		413.4		Francis		9.01	6.01		
		422.1		Sedley		8.44	5.46		
		430.8		Lajord		8.29	5.31		
		439.5		Kronau		8.14	5.17		
		448.2		Richardson		7.58	5.03		
		456.9	Ar	REGINA M.T.	Lv	7.40	4.45		
		465.6	Lv		Ar		P.M.		

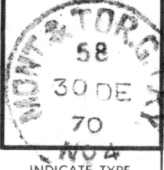
C. P.R. Public Timetable - 1935



The Caboose

Murray Smith reports an early date, September 20, 1931 for **Q-150Aj** observed on e-bay, on a Newfoundland stamp. Also observed on e-bay was a new town for ticket stamp group **TS-184**, Hearts Content, dated December 19, 1923.

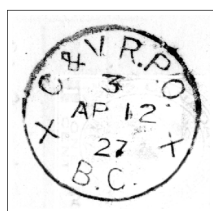
Jon Cable reports a new late date, October 15, 1919, for **W-26Ba**, ornament #108, used on train 4. He sends another scan of **W-99, Hammer 2**, early dated December 17, 1914, struck on the eastbound train. Jon has an October 26, 1914 dated example of **O-121**, with direction/train number indicium T2S. These three submissions are impractical to illustrate here because they are cancelling dark coloured Admirals.

DESPATCHING STAMP TIMBRE DU BUREAU DE DÉPART	
	FROM DE MTL & TOR, 58 TO A <i>Cardinal</i> DESPATCH NO. / DÉPÊCHE N° DESPATCHED BY / EXPÉDIÉ PAR AWJ SAUNDERS THE DESPATCH OR RECEIPT OF MONEY PACKETS SHOULD BE INITIALLED BY 2 CLERKS. 2 COMMIS DOIVENT APPoser LEURS INITIALES À L'EXPÉDITION ET À L'ARRIVÉE DES PAC
INDICATE TYPE OF ARTICLE	V TRAIN - TRAIN I FLT. - VOL A H.S. - S. ROUTIER

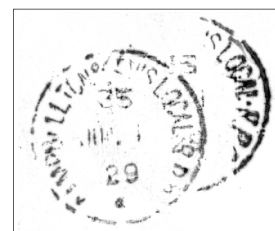
Also submitted by Jon is this late example of **Q-172**. (Your editor wonders if this listing is actually a 2 line clerk stamp or two individual handstamps.).



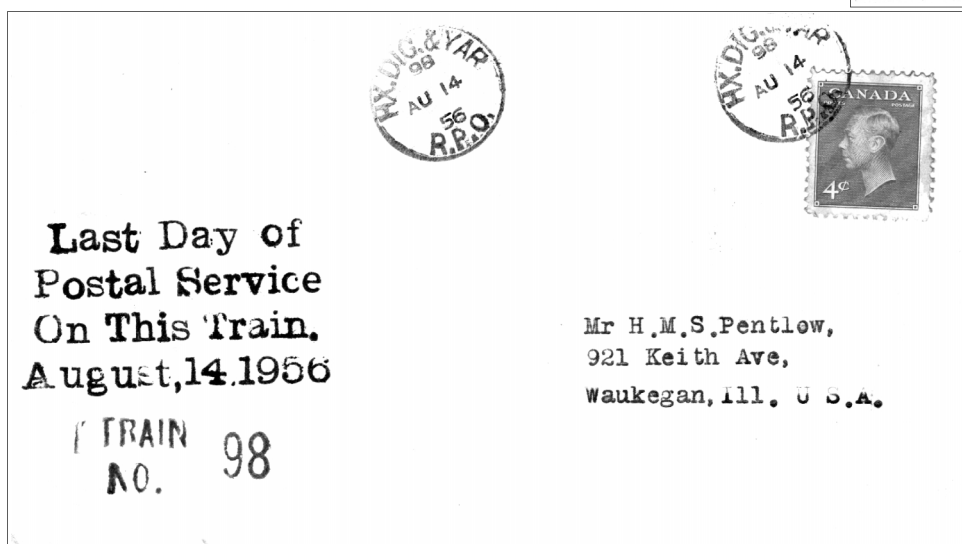
Jon has reported a later date for **W-124, Hammer 2** than we reported on page 1807 of the previous newsletter. Although the month and day is obscure, it appears, with the aid of a receiving backstamp dated March 21, 1959, that it is March 19, 1959 and was used on train 66.



This middle period date for **W-30p, Ornament #146**, sent by Jon, supports our belief that this hammer may have been in infrequent but continuous use between 1914 and 1954.



This strike of **MA-26, Hammer I**, received from Jon shows us a badly worn hammer. The July 1, 1929 date, used on train 35, is the latest known.



The cachet on a favour cover with **MA-106, Hammer IX**, dated August 14, 1956, states that this was the last run, however a late date of September 13, 1959 is on record for hammer XI. Do any study group members have any dates later than August 14, 1956 for the Halifax-Yarmouth R.P.O.?

Newsletter Editor -	Ross Gray, 33 George Street East, Lindsay, ON, K9V 1W6 Phone 705 324-6020 e-mail oshrr@sympatico.ca
Secretary-Treasurer,	Chris Anstead, R.R. #1, McDonald's Corners, ON, K0G 1M0
Newsletter Mailer, Catalogue Editor -	e-mail acropolis@superaje.com