

Russell Station, Ont. — New York & Ottawa Ry.

This issue looks at two of the R.P.O. runs out of Ottawa; the Ottawa-Cornwall R.P.O., from 1903 until 1951 and the Ottawa-Prescott service which began in 1855 and lasted over a century, until 1957.

According to Mike Street, Brian Stalker's new book, "Travelling Post Office Postmarks of Newfoundland & Labrador" is selling well and another 50 copies have already been printed.

Your editor briefly attended the R.P.S.C. convention in London, Ontario and very much enjoyed viewing three excellent R.P.O. exhibits, two of them by current study group members. The exhibits were,

Welland Railroad - Railway Post Office - 1864 - 1926 (one frame) by Colin Troup. Silver

Mail by Rail on Both Sides of the Manitoba / U.S.A. Border (two frames) by **Robert K. Lane**. Silver

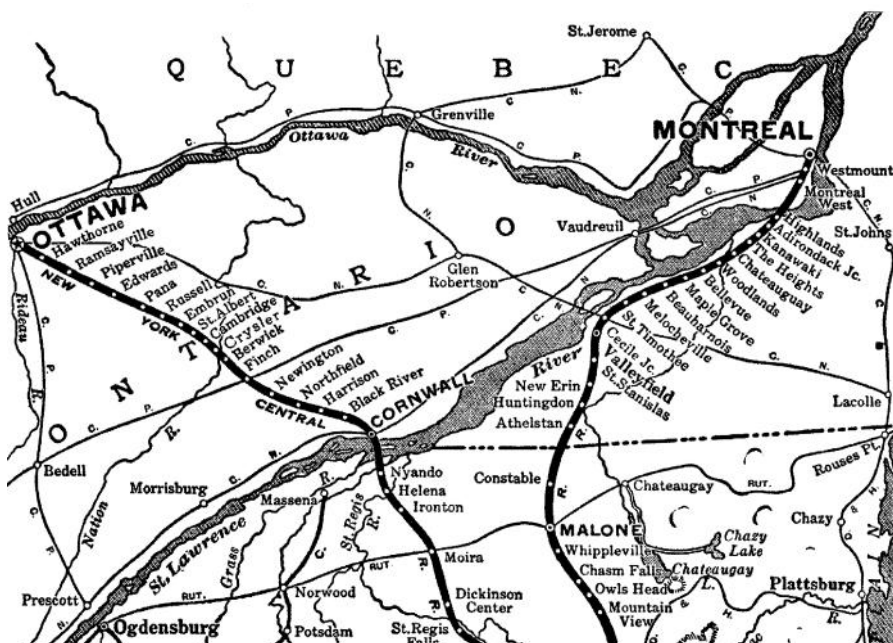
Canadian Railway Post Office Cancellations (six frames) by **Peter McCarthy**. Vermeil



New York Central Railroad - Cornwall & Ottawa

In 1898, the 59 mile line opened between Ottawa and Cornwall as the **Ottawa & New York Railway**. In 1915, the line was leased to the **New York Central Railroad**.

There was only one R.P.O. postmark, using three similar hammers in sequence, from 1903 until July 28, 1951.



CORNWALL & OTTAWA · R. P. O. / .

Hammer	Proof Date	ERD	LRD	Indicia	a	b
I	unknown	1903/11/26	1916/07/17	N, S	12 1/2 +	12 1/2
II	1917/05/19	1917/07/07	1922/08/04	N, 20, 23	13 +	13 1/2 -
III	1922/08/19	1922/10/13	1951/07/28	61, 62	13 1/2	13 -
Listing	-----	1903/11/26	1951/07/28	N,S,NO,PM,20,23,61,62,164?,334?		

READ DOWN				STATIONS		READ UP	
	83 Ex. Sun.	81 Ex. Sun.	Miles			80 Ex. Sun.	82 Ex. Sun.
PM		PM				AM	AM
.....		7 45	0	.....	Ar		7 15
.....		0	5	.....	Ar		.....
.....	10 45	143	0	.....	Ar		4 00
.....	12 35	237	0	.....	Lv		2 13
.....		1 40	0	.....	Ar		2 00
.....		3 33	52	.....	Ar		12 40
.....		5 14	108	.....	Lv		11 00
.....		15 30	0	.....	Ar		10 00
.....		5 46	8	.....	Ar		9 45
.....		15 56	12	.....	Ar		19 55
.....		6 09	17	.....	Ar		9 22
.....		16 15	19	.....	Ar		19 16
.....		16 18	21	.....	Ar		19 12
.....		16 28	25	.....	Ar		19 00
.....		16 32	26	.....	Ar		18 55
.....		16 44	31	.....	Ar		.....
.....		6 53	35	.....	Ar		8 30
.....		7 09	41	.....	Ar		8 14
.....		7 14	44	.....	Ar		8 08
4 20		7 41	53	.....	Ar	10 15	7 40
14 38		17 57	61	.....	Ar	19 53	17 11
4 45		8 03	64	.....	Ar	9 51	7 05
4 52		8 10	67	.....	Ar	9 44	6 58
14 56		18 15	69	Lv	Ar	19 34	16 49
5 08		8 25	70	.....	Ar	9 30	6 45
5 10		8 27	71	.....	Ar	9 23	6 39
15 25		18 39	79	.....	Ar	19 11	16 27
15 29		8 41	80	.....	Ar	19 07	16 23
5 35		8 49	83	.....	Ar	9 01	6 15
5 41		8 55	86	.....	Ar	8 55	6 11
5 50		9 05	90	Ar	Lv	8 46	6 02
6 00		9 10	.....	Lv	Ar	8 40	5 50
6 08		9 15	92	.....	Ar	8 33	5 45
6 15		9 21	96	.....	Ar	8 26	5 39
6 22		9 26	98	.....	Ar	8 20	5 34
6 29		9 29	100	.....	Ar	8 15	5 31
6 30		9 36	104	.....	Ar	8 11	5 25
6 37		9 42	107	.....	Ar	8 03	5 18
16 42		19 47	110	.....	Ar	17 55	17 11
6 48		9 53	114	.....	Ar	7 48	5 04
16 53		19 58	117	.....	Ar	17 42	14 59
16 59		11 04	120	.....	Ar	17 36	14 54
17 02		11 07	122	.....	Ar	17 17	15 51
7 15		11 20	127	.....	Lv	7 20	4 40
PM		AM				AM	PM



O-64 Hammer I



O-64 Hammer II



O-64 Hammer III

Bytown & Prescott Railway

The Bytown & Prescott Railway was completed between Bytown and Prescott in early 1855. The first postmark used on the line is known as early as April 16, 1855 and as late as March 27, 1857. No direction, time or year indicia are known to have been used.

In 1856, the **Bytown & Prescott Railway** was renamed the **Ottawa & Prescott Railway**.



O-52

BYTOWN & PRESCOTT / R. R. SEP, 26 (1856)

The improper "R.R.", for railroad instead of railway, suggests that the cancelling device was of U.S. origin.

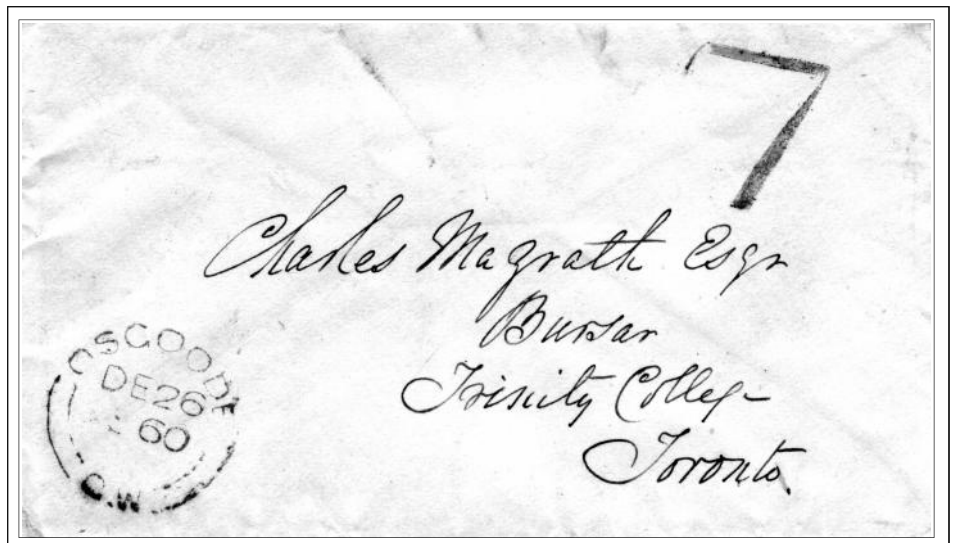
Transit backstamp, PRESCOTT, U.C. SP 26, 1856

Arrival backstamp, TORONTO, C.W. SP 27

Ottawa & Prescott Railway

The second postmark used on the line, and the first using its new name, is shown here. It is reported as early as November 5, 1857 and as late as January 10, 1866. As it wore, the letters assumed an "outline" effect and the outer ring appeared doubled, as can be seen in the second example. This deceptive appearance led to a second catalogue listing, **O-252**, which is really the same postmark in a worn state. "A" is the only known train or time indicium.

It appears as a transit backstamp on this 7d stampless cover from OSGOODE, C.W. DE 26, 1860 to Toronto.



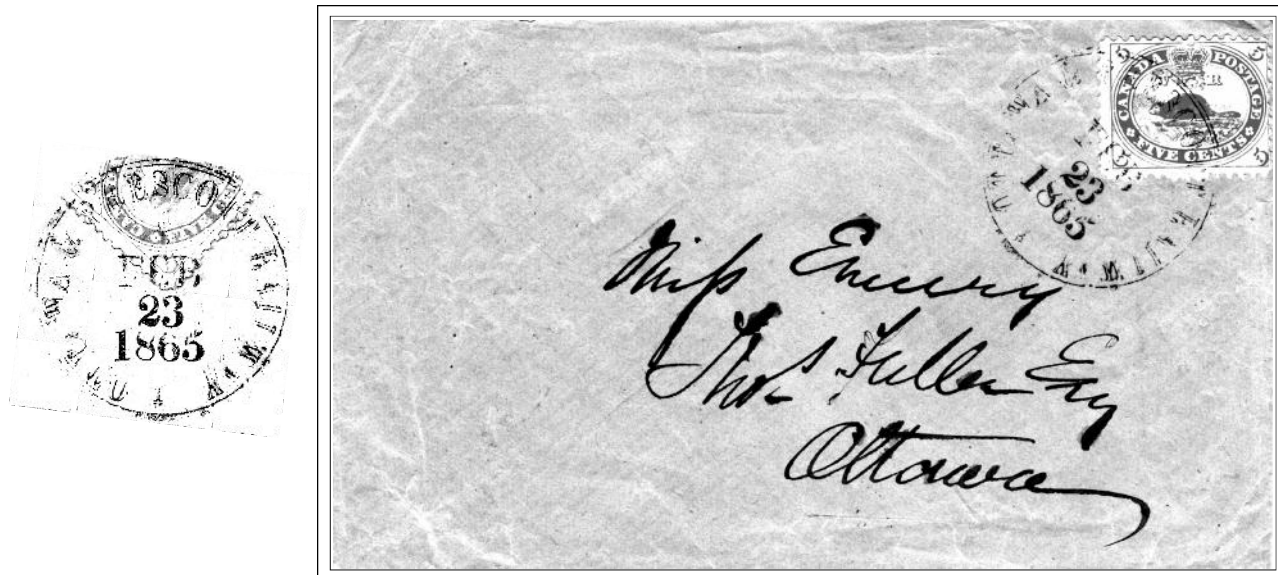
O-250

OTTAWA & PRESCOTT RAILWAY. / †

A, DEC 27, 1860

Ottawa & Prescott Railway

This later, worn example, with obvious doubling, is the originating cancellation on a 5c cover to Ottawa.



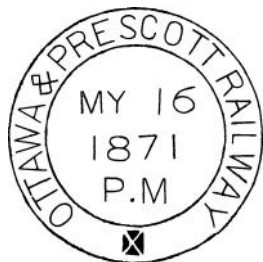
O-250 (former O-252) OTTAWA & PRESCOTT RAILWAY / ‡ A, FEB 23, 1865

The earliest reported use of the next postmark used is March 26, 1866. Although the rail line changed its name to the **St. Lawrence & Ottawa Railway** in 1867, this cancellation is known as late as February 1, 1873. Either NORTH or SOUTH direction indicia or a P.M time indicium was used.

I have identified three different hammers from the seven examples in my own collection and would ask others to examine and report their holdings.

|a|
|c|
|e|
|d|
 OTTAWA & PRESCOTT RAILWAY / ✕
|b|

Hammer	ERD	LRD	Indicia	a	b	c	d	e
I	1865/12/11	1871/06/12	P.M	2	1 3/4	3 1/2	3 1/2	8
II	1867/10/25	1869/06/09	NORTH	3	2 1/2	3	3 +	8
III	1868/07/25	1872/07/26	SOUTH	3 1/2 -	3	3 +	2 3/4	8 1/2
Listing	1865/12/11	1873/02/01	P.M, NORTH, SOUTH					



Hammer I
O-251

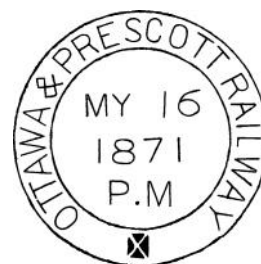
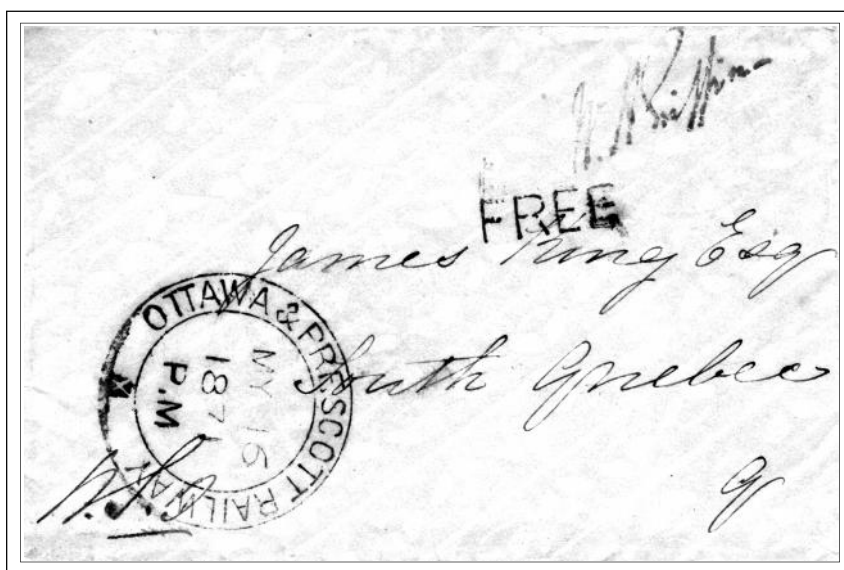


Hammer II
O-251



Hammer III
O-251

Ottawa & Prescott Railway



O-251, hammer 1

OTTAWA & PRESCOTT RAILWAY

MY 16, 1871, P.M

The SOUTH QUEBEC, L.C. MY 17, 71 arrival backstamp confirms receipt at its destination the following day.

St. Lawrence & Ottawa Railway

In 1862, The **Ottawa & Prescott Railway** went into bankruptcy for a second time. In 1867, the line was put into operation by new owners, who renamed it, the St. Lawrence & Ottawa Railway. The **Canadian Pacific Railway** assumed operation in September, 1884.



RR-144

ST L. & O. R. R / N^o. 1

SOUTH, MR 7, 76

This is the first postmark bearing the new name of the line and is recorded between 1872/12/16 and 1881/05/31, with either a NORTH or SOUTH direction indicium. The segmented "cork" obliterator used on the stamp was probably also struck by the railway post office clerk.

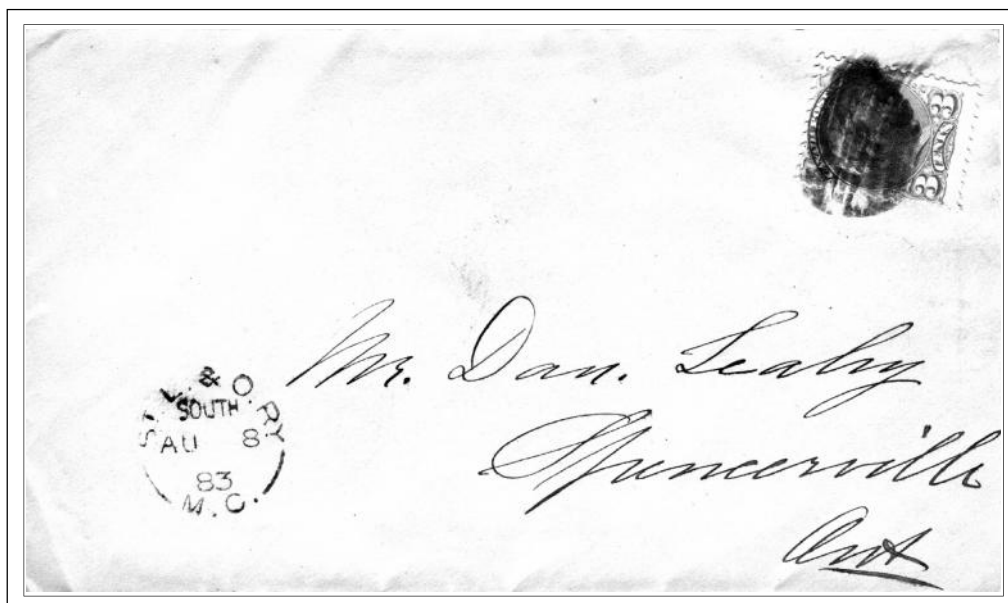
There is a faint Prescott, Ontario transit backstamp dated the same day.

St. Lawrence & Ottawa Railway

This postmark, recorded in the proof records on February 25, 1881, is only known used from August 8 until December 21, 1883, with either NORTH or SOUTH direction indications.



*Imprint on the
envelope flap*



RR-145 S I . L . & O . R Y / M . C . SOUTH, AU 8, 83

The arrival backstamp is SPENCERVILLE, ONT, CANADA AU 8, 83.



RR-145 S I . L . & O . R Y / M . C . NORTH, DE 21, 83

According to the message on the back, the card was sent from Spencerville. The Ottawa receiving stamp confirms arrival the same day.

Very little is known about listing **RR-146**, "St. L. & O. RY. / (M. C. ?)", Type 9E?, which was originally reported by Frank Waite, as used in 1888 with a SOUTH direction indicium. The uncertainty of lettering and type makes the editor wonder if this might have been a poor, partial strike of RR-145.

Canadian Pacific Railway - Ottawa & Prescott

Although the line had been leased by the Canadian Pacific Railway in September, 1884, the next postmark for the run, which was proof struck on September 15, 1887, still used the former name of the railway. Reported use is between August 5, 1891 and October 11, 1892, with a N or S direction indicator.



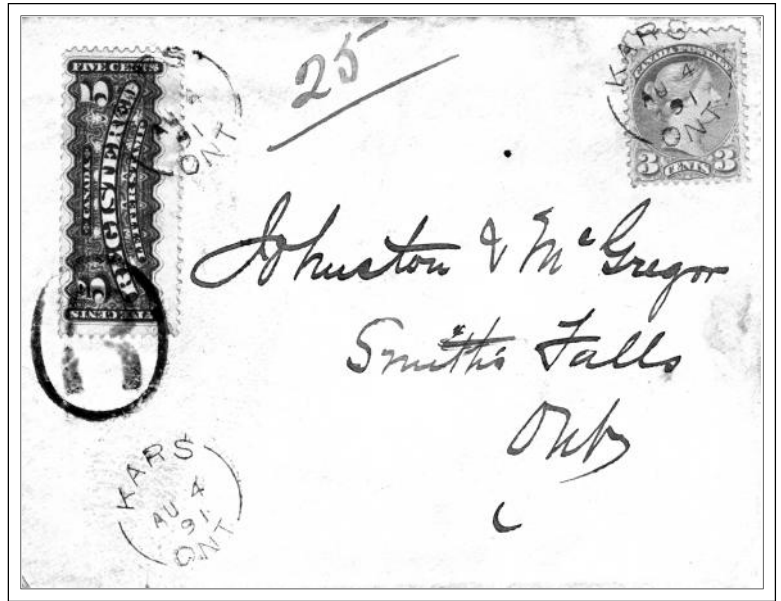
RR-147



Q-165

Hammer 10a

The two RPO transit backstamps reveal an interesting routing for this registered cover. It travelled by road from Kars to the nearest station at Osgoode, where it was transferred to the southbound train. It should have been transferred to a westbound train at Kemptville Junction but missed a connection there and travelled to Prescott and was put aboard the westbound, Montreal-Toronto G.T.Ry. train and was placed in a closed bag for Smith's Falls. At Brockville, the closed bag for Smith's Falls was transferred to the northbound C.P.Ry. Brockville-Ottawa train. The Smith's Falls receiving mark is dated August 6.



RR-147 SI - L - & - O - R.W.Y. / M. C. S, AU 5, 91

Note that the westbound train number 4 used on the early example of Q-165 is an even number. Starting early in the twentieth century, Canadian railways conventionally used even numbers for eastbound and southbound trains and odd numbers for westbound and northbound trains.

On November 5, 1892, a new cancellation stating the two terminals was proof struck. Use is reported from November 30, 1892 until December 19, 1922. Direction indicia N or S were used until 1909. A blank indicium is recorded in 1907 and 1920. An AM time indicator was used in 1910. By 1912, train numbers 551, 552, 553 and 554 were being used.

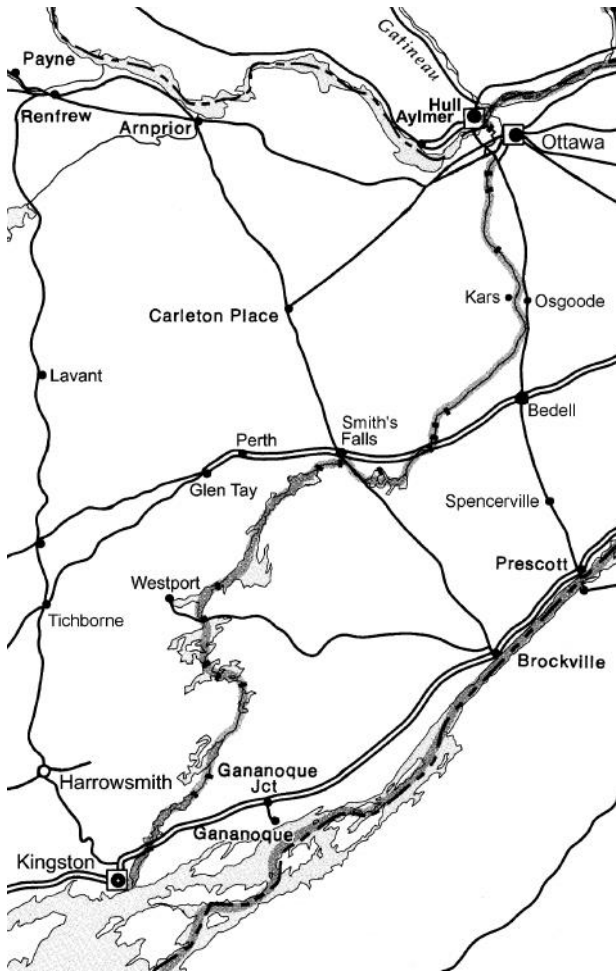


The unnecessary transit use on the front of this cover, with a manuscript, "Congratulations" in violet, indelible pencil, suggests that the RPO clerk recognized the addressee and noted the possibly newly awarded Bachelor of Arts degree after her name and was wishing her well on her achievement.



O-253 OTTAWA & PRESCOTT / M. C. N, MR 6, 01

Canadian Pacific Railway - Prescott & Ottawa



Ottawa and Prescott

554	552	Mis.	TABLE 55	551	553
P.M.	A.M.			A.M.	P.M.
† 3.40	† 7.25	0.0	Lv. OTTAWA, Broad St. || O.....Ar	† 9.55	† 4.40
3.52	7.38	4.2	.....Chaudiere Junc.....	9.40	4.28
4.04	7.49	9.4	.....Gloucester.....	9.29	4.17
4.10	7.55	12.5	.....Manotick.....	9.23	4.10
4.19	8.04	16.9	.....Brays.....	9.15	4.01
4.29	8.14	20.4	.....Osgoode.....	9.08	3.53
4.38	8.23	24.7	.....Sabourin.....	8.58	3.42
4.49	8.33	29.0	.....Kemptville O.....	8.49	3.32
4.55	8.38	30.7	Ar. Kemptville.....Lv	8.43	3.28
			Main Line, Table 9		
4.55	8.43	30.7	Lv. Kemptville.....Ar	8.35	3.28
5.02	8.52	35.0	.....Oxford.....	8.27	3.17
5.11	9.00	39.3	.....Groveton.....	8.20	3.07
5.19	9.06	42.5	.....Spencerville.....	8.13	2.59
5.27	9.12	46.3	.....Domville.....	8.05	2.51
5.40	9.25	51.7	Ar. PRESCOTT.....Lv	7.55	2.40
P.M.	A.M.			A.M.	P.M.

C.P.Ry. Public Timetable 1914

Note that the intersection of the Ottawa-Prescott line and the Montreal-Smith's Falls line, was first called Kemptville Junction, then Kempton and finally Bedell.

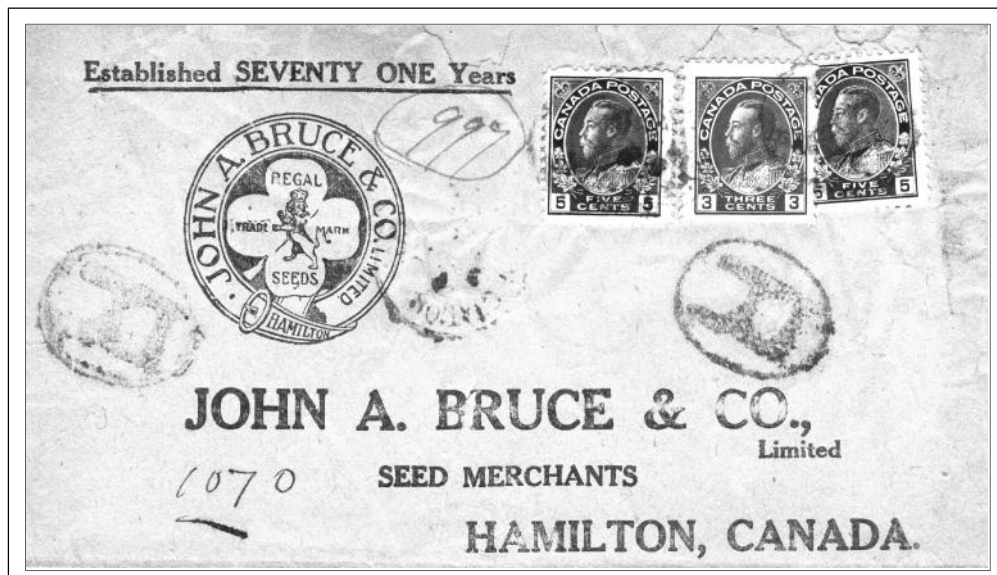
OTTAWA, BEDELL, PRESCOTT AND OGDENSBURG									
33	554	552	Miles	TABLE 42		34	551	553	
P.M.	P.M.	A.M.		(Eastern Time)		A.M.	A.M.	P.M.	
*11.00	† 7.00	*10.40	0.0	Lv OTTAWA.....	Ar	* 7.50	† 9.15	* 4.15	
	7.08	10.48	4.1	Billings.....			9.04	4.06	
	7.14	10.54	6.6	Ellwood.....			8.59	4.02	
	7.24	11.04	10.6	Gloucester.....			8.47	3.52	
	7.31	11.11	13.8	Manotick.....			8.39	3.45	
	7.39	11.19	18.2	Bray.....			8.29	3.37	
*11.36	7.47	11.27	21.7	Osgoode.....			8.22	3.29	
	7.54	11.34	26.0	Sabourin.....			8.11	3.20	
*11.52	8.02	11.42	30.3	Kemptville.....		* 6.55	8.02	3.11	
	8.07	11.47	32.0	Ar Bedell.....	Lv		7.55	3.06	
			Mon	treat-Toronto Line, see Tables 47-48					
	8.20	11.58	32.0	Lv Bedell.....	Ar		7.41	2.58	
	8.28	12.06	36.3	Oxford.....			7.33	2.50	
	8.36	12.14	40.5	Groveton.....			7.25	2.41	
	8.44	12.21	43.8	Spencerville.....			7.18	2.33	
	8.53	12.28	47.6	Domville.....			7.10	2.25	
	† 9.05	*12.40	53.0	Ar PRESCOTT, ONT.....	Lv		† 7.00	* 2.15	
P.M.	P.M.	P.M.				A.M.	A.M.	P.M.	
Ferry for Ogdensburg leaves Prescott 5.45 a.m. and daily on the hour from 7.00 a.m. to 10.00 p.m.; last boat 11.15 p.m.; returning leaves Ogdensburg for Prescott 6.00 a.m. and daily on the half hour from 7.30 a.m. to 11.30 p.m.									
Equipment—Nos. 552, 553, Parlor Car.									

Ferry for Ogdensburg leaves Prescott 5.45 a.m. and daily on the hour from 7.00 a.m. to 10.00 p.m.; last boat 11.15 p.m.; returning leaves Ogdensburg for Prescott 6.00 a.m. and daily on the half hour from 7.30 a.m. to 11.30 p.m.

Equipment—Nos. 552, 553, Parlor Car.

Canadian Pacific Railway Public Timetable - 1929

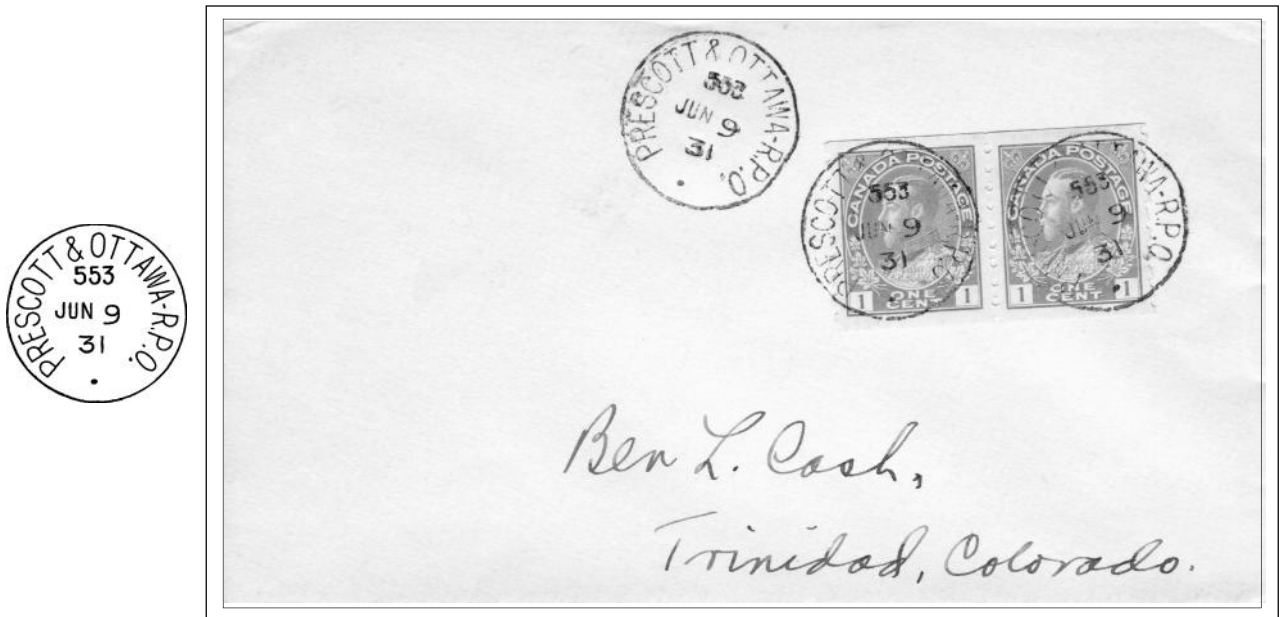
This large rubber handstamp, proof struck on January 21, 1919, is seen here as a black transit backstamp on a registered cover, which originated at Osgoode Station. It is only reported from April 14, 1921 to May 21, 1922 with P.M. indicium.



O-297 PRESCOTT & OTTAWA, R.P.O. P.M., APR 14, 1921

Canadian Pacific Railway - Prescott & Ottawa

A replacement for O-253, with the terminal names reversed, was proof struck on January 16, 1922. It is not reported used until 1924/04/16 and remained in use at least until 1957/11/26. Listed indicia are W, PM, 553, 554, 555, 558, 562, 563, 592 and 593. (Please report examples of W or PM indicia for verification.)



O-296 PRESCOTT & OTTAWA - R.P.O. / • 553, JUN 9, 31

This favour cover is addressed to an American R.P.O. clerk in Colorado. Your editor corresponded with Mr. Cash briefly in the early seventies, after responding to his advertisement in Linn's and purchasing a large number of covers. He had sent numerous covers for cancellations, to his fellow R.P.O. clerks north of the border, during the late twenties and early thirties, bearing postage obtained from the post office in Ottawa.

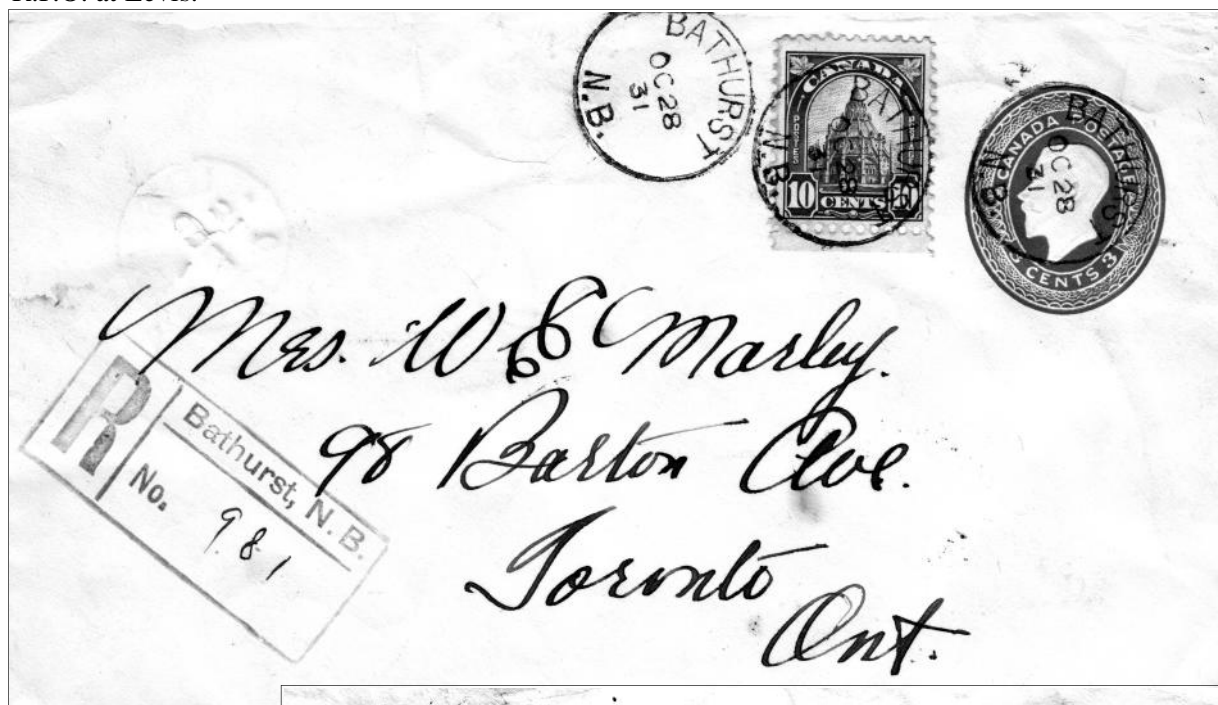
The last cancellation used for the run was proof struck on February 1, 1957 and is only reported used from May 24, 1957 until October 26, 1957, on southbound train 592 or on northbound train 593.



O-297A PRESCOTT & OTTAWA / R. P. O. 592, 26 X, 57

The Caboose

Ross Gray has found a previously unreported clerk's handstamp. As usual, it appears as a transit backstamp on a registered cover. Addressed to Toronto, the letter originated at Bathurst, New Brunswick, where it was transferred to the eastbound Halifax & Campbellton R.P.O. and then to the Campbellton & Levis R.P.O. at Campbellton, where the clerk used his personal handstamp instead of his steel hammer. The letter was placed in closed bag mail for Toronto, after being transferred to the Levis & Montreal R.P.O. at Levis.



Ross also has found a previously unreported train number 151 for **hammer VII** of listing **MA-236**. This example, on a cover from St. Stephen to Edmundston, is dated September 27, 1932. The latest reported date for the first period of use of the hammer was December 7, 1927 and the earliest reported date for the second period of use was December 23, 1942

Secretary-Treasurer's Report from Chris Anstead

The group has lost one of its longtime supporters. An obituary and tribute to **Don Wilson** will be found in the recent BNA Portraits.

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