

Almonte, Ontario C.P.Ry. Station circa 1907

In this issue, we first look at the postmarks of the **Montreal-North Bay** run, via Ottawa, over the **Canadian Pacific Railway** between 1926 and 1955 and the parallel run over **Canadian National Railways** from 1965 until 1971. Then, we examine the cancellations of the **Brockville & Ottawa Railway** and the **Canada Central Railway** and their successor, the **Canadian Pacific Railway**.



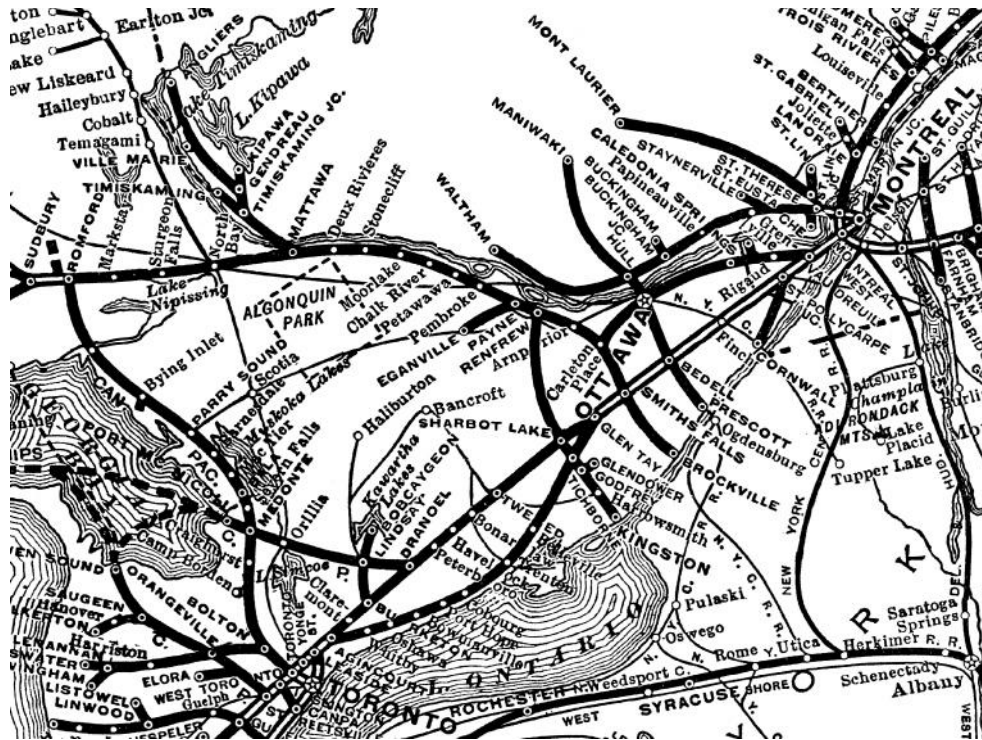
Plantagenet, Ontario C.P.Ry. Station circa 1920

Canadian Pacific Railway - Montreal & North Bay



Two hammers of this unlisted large rubber handstamp for the Montreal & North Bay R.P.O. were proof struck on January 13 and January 21, 1919 but have not been reported used. The first steel hammers were not prepared until July 16, 1926.

The run operated from 1927 until 1956, between Montreal and North Bay, via Rigaud, Ottawa, Carleton Place and Chalk River.

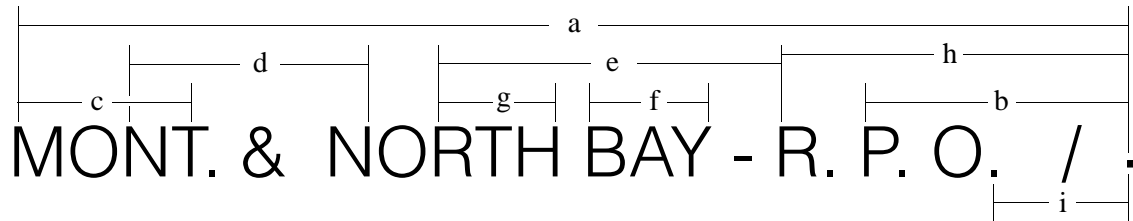


C. P. Ry. Lines circa 1925

WEST—READ DOWN				EAST—READ UP											
Mixed	557	555	1	7	Miles	TABLE 5									
A.M.	P.M.	A.M.	P.M.	P.M.		Altitude	2	8	556	558	550	Mixed			
			10 15	7 00	0.0	Lv MONTREAL Win. Stn...	110	* 6.45	8.40						
			10 21	7 06	2.0	Westmount.....	152	6.37	8.32						
			10 28	7 12	4.7	Montreal West.....	157	d 6.30	d 8.25						
			9 15	9 15	111.4	Lv OTTAWA, ONT.	214	4.00	6.20						
	3.30	9.00	10.23	9.25	143.4	Lv CARLETON PLACE	449	2.35	5.15	10.00	3.40	8.15			
Wed.	5.58	11.20	4.00	11.23	185.8	Renfrew 55.....	416	1.22	4.20	8.40	2.29	7.01	Tue.		
Sat.	7.00	12.20	5.12	12.11	220.5	Pembroke.....	380	12.25	3.33	7.45	11.35	6.00	Fri.		
A.M.	P.M.	P.M.	5.50	12.45	242.3	Ar CHALK RIVER.....	523	11.55	3.05	A.M.	P.M.	P.M.	P.M.		
11.00			6.05	12.50	247.3	Lv CHALK RIVER.....	523	11.45	3.00				5.20		
			6.13	12.50	247.3	Wylie.....	528	11.32	3.00						
Operates			6.28		251.9	Bass Lake.....	528	11.32	3.00				Operates		
					257.3	Moorlake.....	666	11.16					Coach		
Coach			6.44		262.7	Ashport.....	431	10.59					and		
and			6.51		266.3	Mackey.....	476	10.52					Coach		
Bag-			7.09		270.3	Stonecliff.....	561						and		
gage			7.32		280.0	Bissett.....	549	10.34					Bag-		
			7.48		293.2	Deux Rivieres.....	519	10.07					gage		
			8.10	2.34	299.1	Hodgson.....	529	9.52							
4.20			8.36		303.9	Klock.....	529	9.52							
			8.50		308.0	Rankin.....	563	9.32	1.14						
			9.04		314.5	Mattawa 73.....	589	9.06							
			9.11		326.7	Eau Claire.....	782	8.55							
			9.21		333.4	Rutherglen.....	782	8.43							
			9.40	3.50	340.6	Bonfield.....	785	8.36							
6.45			9.40	3.50	344.5	Nosbonsing.....	785	8.36							
P.M.			10.00	4.00	350.3	Corbett.....	734	8.26							
					360.0	Thorncliff.....	700								
						Ar NORTH BAY.....	662	8.10	12.15			8.58	9.50		
						Lv NORTH BAY.....	662	7.50	12.05				A.M.		
						Yellek.....	668								
						Beaucage.....	665								
						Meadowside.....	665								
						Sturgeon Falls.....	689	7.12	11.34						
						Cache Bay.....	655	7.04							
						Verner.....	673	6.50							
						Kirk.....	678								
						Warren.....	691	6.34							
						Hagar.....	680	6.23							
						Markstay.....	690	6.10							
						Stinson.....	866								
						Wanapitei.....	800	5.49							
						Coniston.....	820	5.40							
						Romford.....	846	5.37							
						Sudbury 58.....	857	5.25	10.25						

C. P. Ry. Public Timetable 1935

Canadian Pacific Railway - Montreal & North Bay Q-120 Hammer Study



Hammer	a	b	c	d	e	f	g	h	i
I	7	11 1/2	9 1/2-	10 3/4	16 1/2+	7+	7+	14	4 3/4
II	6 3/4	11 1/2	10 1/2	11	16 1/2	7+	7	14+	5
III	7 1/2-	12	9 1/4	10 3/4	16 1/4	7-	7	14 1/2	5 3/4
IV	7 1/2+	12-	9 3/4	11 1/4	15 3/4	6 1/4	7-	14 1/2	5 3/4
V	6 3/4	11 1/2	10-	11 1/4	16 1/4	6 1/2-	7-	14	5 1/4
VI	7 3/4	12 1/4	9	10	17 1/2+	6 1/2-	7-	14 1/2+	6 1/4
VII	8+	12	9 1/2	10 1/2	16 1/4	7-	7-	14 3/4	6
VIII	6 3/4	11 1/2	9 1/2+	10 3/4	16 3/4	6 3/4	7-	14	5 3/4
IX	6 3/4	11 1/2	10+	10 3/4	16 3/4	7 1/4	7 1/2-	14 1/2-	5 1/4
X	5	10 3/4	10 3/4	11 1/2	16 1/4	6 3/4	6 3/4	13 1/2	4 1/4
XI	7 1/2	11 1/2	9 1/4	10 1/2	16-	6 3/4	6 1/2	14-	5
XII	7	12	9	10	16 1/4	7+	6 1/2+	15	5 1/2+



Hammer I



Hammer II



Hammer III



Hammer IV



Hammer V



Hammer VI



Hammer VII



Hammer VIII



Hammer IX



Hammer X



Hammer XI



Hammer XII

Hammer	Proof Date	ERD	LRD	Indicia
I	1926//07/16	1930/10/29	1955/04/08	1,2,9
II	unknown	1927/06/24	1955/01/20	1,2,10
III	unknown	1932/04/03	1955/06/28	1,2,18
IV	unknown	1933/03/01	1943/10/13	1,2
V	1931/11/24	1941/11/15	1955/06/28	8,10
VI	1931/11/24	unreported	unreported	
VII	1931/11/24	1933/10/13	1938/03/25	7,502
VIII	1931/11/24	1932/11/05	1955/01/21	6,10
IX	unknown	1931/12/14	1956/04/03	1,2,17,18
X	1937/02/12	1943/07/10	1952/06/22	2,8
XI	1938/05/27	1940/06/03	1956/02/19	9,10,502
XII	1942/12/17	unreported	unreported	
Listing		1927/06/04	1956/04/20	N?,1,2,5,6,7,8,9,10,17,18,502

Canadian National Railways - Montreal & North Bay

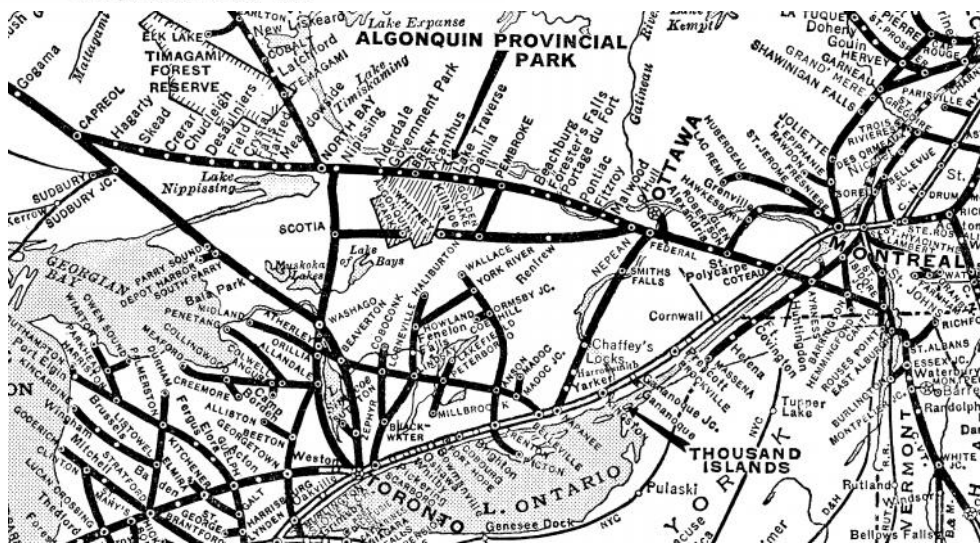
MONTRÉAL — OTTAWA — CAPREOL

Pano-rama 7 Daily Quot.	Super Continental 1 Daily Quot.	Miles Milles	Eastern DAYLIGHT Time Heure AVANCÉE de l'Est	Super Continental 2 Daily Quot.	Pano-rama 8 Daily Quot.
34					
(Queen Elizabeth Hotel) (Hôtel Reine Elizabeth)					
MONTRÉAL, QUÉ.					
23 15	17 05	0.0	Dp Central Stn.—Gare Centrale.	Ar 20 35	09 05
23 37	17 29	11.5	Dp Dorval, Qué. (24)	Ar 20 10	08 40
01 15	19 15		Ar OTTAWA, ONT. (24)	Dp 18 20	06 50
01 35	19 30	115.7	Dp (Hôtel Château Laurier)	Ar 18 05	06 30
	20 37	174.9	Ar Portage-du-Fort, Qué.	€ 16 36	05 05
03 15	21 09	202.6	Ar Pembroke, Ont.	Dp 16 00	04 30
		238.8	Achray		L 03 36
04 23	22 12	256.5	Ar Lake Traverse	■ 14 51	L 03 13
		267.0	Radiant		L 02 57
04 40		269.6	Ar Odenback		O 02 48
05 00	22 45		Dp Brent	Ar 14 20	G 02 30
05 10	22 55	279.6	Ar Government Park	Ar 14 10	L 02 20
c 05 16		283.6	Dp Davenport		L 02 10
c 05 25		289.8	Kiosk		G 01 45
05 43		301.3	Ar North Bay † (33)	■ 13 32	G 01 45
06 50	00 25	341.0	Field	D 12 42	G 00 55
07 37		373.3	Ar Capreol, Ont. † (35, 36) Note	D 12 00	G 23 42
09 10	02 15	424.4		Dp 10 55	22 30

The Montreal-North Bay R.P.O. was revived in 1965, but ran over **Canadian National Railways** lines instead of **Canadian Pacific Railway** lines. The run operated between Montreal and North Bay via Coteau, Ottawa, Pembroke and Brent.

It survived until February 2, 1971. The last R.P.O. operations in Canada ended forever on April 24, 1971.

C.N.Rys. Public Timetable - 1966



Q-120A Hammer Study



Hmr	Proof	ERD	LRD	Indicia	a	b	c	d
I	1965/06/27	1965/07/29	1969/11/01	7, 9, 10, 106	3-	8 1/2	11 3/4	3 1/4
II	unknown	1965/09/25	1971/01/31	7, 8, 10	4 3/4	7 1/2	11	3+
III	1965/05/15	1969/09/18	1969/10/30	7, 105	4 1/4	7 1/4	11 1/2	3+
IV	1965/05/15	1965/09/07	1971/02/02	7, 8, 9, 10	3 3/4	7 1/2	11 3/4	4
Listing		1965/07/29	1971/02/02	5?, 7, 8, 9, 10, 48?, 49?, 105, 106				



Hammer I



Hammer II



Hammer III



Hammer IV

Brockville & Ottawa Railway

The **Brockville & Ottawa Railway** was incorporated in 1853, to provide a rail connection between the St. Lawrence and Ottawa Rivers. In February, 1859, 28 miles of line were opened between Brockville and Smiths Falls, as well as a 12 mile branch from Smith's Falls to Perth. An additional 24 miles, from Smith's Falls to Almonte was completed later the same year. In 1865, 21 more miles of rail were opened between Almonte and Sand Point. In 1869, a 13 mile extension was completed from Sand Point to Renfrew.



The **Canada Central Railway**, incorporated in 1861, was completed between Ottawa and Carleton Place in 1870, thus providing a rail connection to Ottawa for the Brockville & Ottawa Railway. In 1878, the Brockville & Ottawa Railway was amalgamated into the Canada Central Railway, which in turn was merged with the Canadian Pacific Railway in 1881.

The first postmark used on this run is known as early as October 27, 1859 and as late as November 17, 1863. The only time or train indication recorded is "A" accompanied by either "UP" or "DOWN" direction indicators. Depending on the inking and quality of strike, the inner concentric circle may or may not be visible, as shown in the two following examples. It was because of this variation that two listings appeared in the catalogue, **O-42** (*no inner ring visible*) and **O-44** (*with inner ring visible*)



O-44
 Proof - Unknown
 ERD - 1859/10/27
 LRD - 1863/11/17
 Indicia - A/DOWN, A/UP

There is a BROCKVILLE, U.C., NO 8, 61 transit backstamp and a KINGSTON, C.W., NO 9, 61 arrival backstamp. The circular barred obliterator cancelling the stamp was probably also applied by the railway post office clerk.

This late dated example of the postmark is well inked and struck; it clearly shows the inner ring. The hammer had been damaged by this time, as is evident by a large dent in the outer ring at the base, just to the left of "No. 1."

O-44
 Proof - Unknown
 ERD - 1859/10/27
 LRD - 1863/11/17
 Indicia - A/DOWN, A/UP



The TORONTO, C.W. arrival backstamp is dated the following day, NO 12, 63

Brockville & Ottawa Railway

The second postmark appearing in use is known from February 13, 1867 until August 14, 1872, with either a NORTH or SOUTH direction indicium.



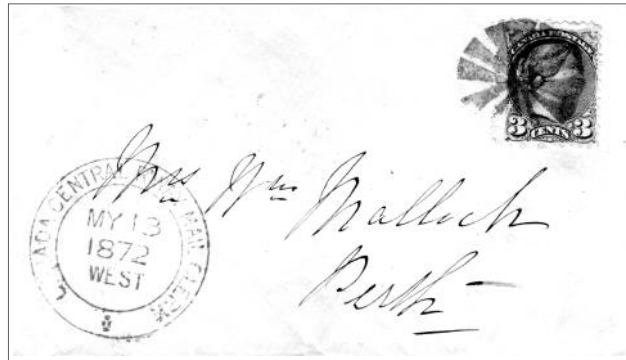
O-43
Proof - unknown
 ERD - 1867/02/13
 LRD - 1872/08/14
 Indicia - NORTH, SOUTH

The CLINTON, U.C. arrival backstamp is dated two days later.

Canada Central Railway

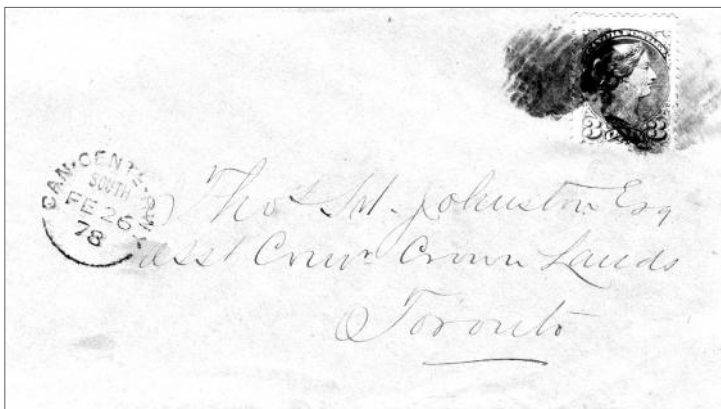
The earliest known date of the first postmark used on the line, is shown on this cover, which arrived at PERTH, ONT., the same day. The latest reported date is November 15, 1876. Both EAST and WEST direction indicia were used.

RR-18A
Proof - Unknown
 ERD - 1872/05/13
 LRD - 1876/11/15
 Indicia - EAST, WEST



The circular, segmented "cork" obliterator was probably also applied by the railway post office clerk.

The second postmark used was proofed November 14, 1876 and is known between 1877 and 1881, with either a NORTH or SOUTH direction indicium.



RR-18
Proof - 1876/11/14
 ERD - 1877/11/09
 LRD - 1881/01/03
 Indicia - NORTH, SOUTH

The arrival backstamp, TORONTO, ONT, NT, FE 26, 78 shows receipt late the same day.



RR-22
Proof - 1880/11/23
 No reported use

A third hammer for the Canada Central Railway was proof struck on November 23, 1880, just before being merged into the Canadian Pacific Railway.

Brockville & Ottawa Railway

It was only in 1878, after the Brockville & Ottawa Railway merged with the Canada Central Railway, that this railway actually ran to Ottawa.

Two hammers of a new postmark, with "R.R." for rail road, instead of railway, appeared as early as 1874 and lasted as late as 1884. Reported direction indicia are, "N", "NORTH" and "SOUTH"

RR-9 Hammer 1
 Proof - unknown
 ERD - 1877/07/21
 LRD - 1884/09/26
 Indicia - NORTH



Transit backstamp, PEMBROKE, ONT. AU 1, 82

Arrival backstamp, FORESTER'S FALLS, C.W. AU 2, 82



RR-9 Hammer 2
 Proof - unknown
 ERD - 1874/02/14
 LRD - 1882/05/20
 Indicia - SOUTH

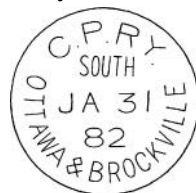
Transit backstamp, SAULT STE MARIE, ONT MY 20, 82

Arrival backstamp, MICHIPICOTEN RIVER, ONT JU 3, 82

Canadian Pacific Railway

Brockville & Ottawa

In 1881, the Canadian Pacific Railway assumed operation of the Brockville & Ottawa Railway and the Canada Central Railway.



O-212
 Proof - 1882/01/20
 1st Period ERD - 1882/01/31
 1st Period LRD - 1882/12/12
 2nd Period ERD - 1896/01/15
 2nd Period LRD - 1896/05/31
 Indicia - NORTH, SOUTH

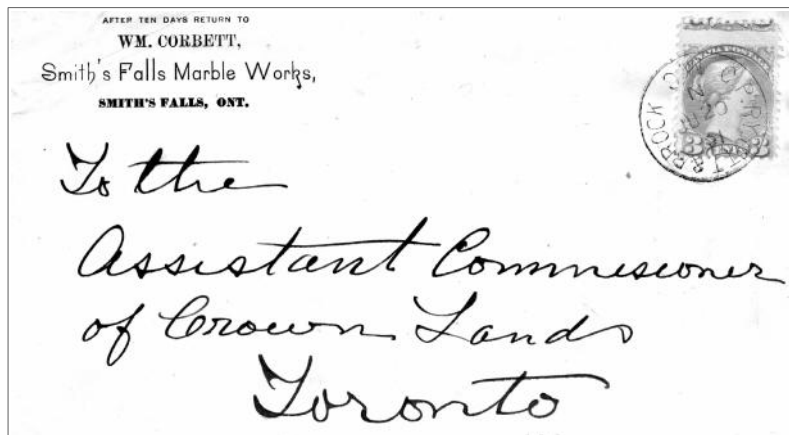


Canadian Pacific Railway Brockville & Ottawa

Two hammers of this cancellation were proof struck June 6, 1890. The earliest known use is on September 30 of that year. The latest date of use is December 12, 1904. Direction indicia reported used are E, W or DE. Your editor requests other reports of DE (*The December month slug.*) which is illustrated courtesy of Chris Anstead.



O-213 Hammer I
Proof - 1890/06/06
ERD - 1891/06/20
LRD - 1895/02/09
Indicia - N, S, DE



This cover was mistakenly posted aboard the northbound train. There is an Ottawa transit stamp on the back, which is dated the same day. The Toronto receiving postmark is dated at night, on June 20.

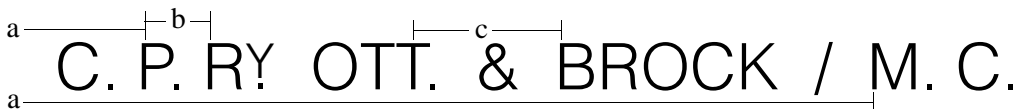
O-213, Hammer I, with inverted indicia set and "DE" instead of year slug on a 3 cent Small Queen.



Chris Anstead



O-213 Hammer II
Proof - 1890/06/06
ERD - 1894/12/29
LRD - 1904/05/16
Indicia - N, S



Hammer	a	b	c	M.C
I	10+	5	7-	No period after the C
II	10 1/2	4 3/4	7 1/2-	Period after the C

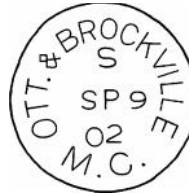
No proof strike is recorded for this cancellation. The earliest known use is on December 17, 1895. The latest date of use is May 23, 1906. Direction indicia reported used are N, S or W. Your editor requests confirmation of "W".



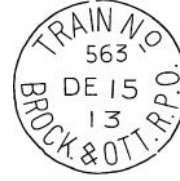
O-211
Proof - unknown
ERD - 1895/12/17
LRD - 1906/05/23
Indicia - N, S, W

The Walkerville receiving backstamp is dated the following day.

O-210
 Proof - unknown
 ERD - 1895/04/15
 LRD - 1903/02/09
 Indicia - N, S

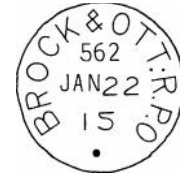


O-48 Hammer I
 Proof - unknown
 ERD - 1905/03/01
 LRD - 1909/07/02
 Indicia - 7,76,77,80,81



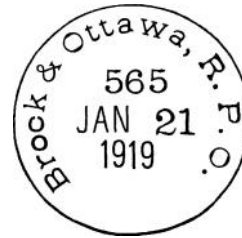
O-48 Hammer II
 Proof - 1910/07/29
 ERD - 1910/08/13
 LRD - 1920/08/28
 Indicia - 76,77,
 556?,560,562,563,564?,565

O-46
 Proof - 1915/03/06
 ERD - 1915/03/29
 LRD - 1918/10/02
 Indicia - 37,48,57,61,562,563



O-47
 Proof - 1914/03/12
 ERD - 1914/03/31
 LRD - 1919/07/24
 Indicia - 37,560,562,563,565

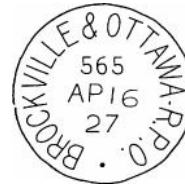
unlisted (3 hammers)
 Proof - 1919/01/21
 No reported use



O-47A (2 hammers)
 Proof - 1919/01/21
 Only date - 1919/07/08
 Indicia - unknown



O-45 Hammer I
 Proof - 1919/05/29
 ERD - 1919/08/30
 LRD - 1932/02/05
 Indicia - 1?,552?,553?,555?,562,563,565?,566?



O-45 Hammer II
 Proof - 1921/02/05
 ERD - 1927/04/16
 LRD - 1955/12/07
 Indicia - 1?,552,553,555,562,563,565,566

O-45A
 Proof - 1955/11/22
 ERD - 1955/12/04
 LRD - 1958/10/09
 Indicia - 261,262,562,563



Canadian Pacific Railway

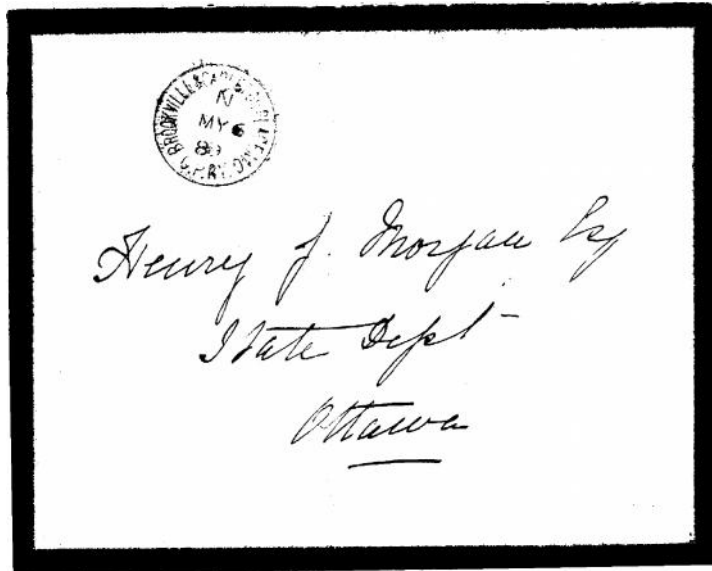
Brockville & Carleton Place

The first hammer for this run was proof struck on November 3, 1886. It had a spelling error, which read BROOKVILLE instead of BROCKVILLE. A second hammer, which was proof struck two days later, was correct.

O-40, Hammer I
Proof - 1886/11/03
ERD - 1886/12/02
LRD - 1889/05/06
Indicia - N, S?



O-40, Hammer II
Proof - 1886/11/05
ERD - 1887/06/27
LRD - 1890/04/11
Indicia - N?, S



O-40, Hammer I

The Ottawa receiving backstamp is dated the same day.

Another postmark, catalogued as **O-41** and reading **BROCK. & CARLETON PLACE / M.C.**, is reported used from January 4, 1886 until September 4, 1886, with NORTH or SOUTH direction indicia. The proof strike is unknown and we are only able to illustrate it with three examples on stamp from **Chris Anstead's** collection.



The run was revived briefly in 1937, lasting only until 1941, with a single hammer.

O-41A
Proof - 1936/11/06
ERD - 1937/02/01
LRD - 1941/11/03
Indicia - 562, 563, 565



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