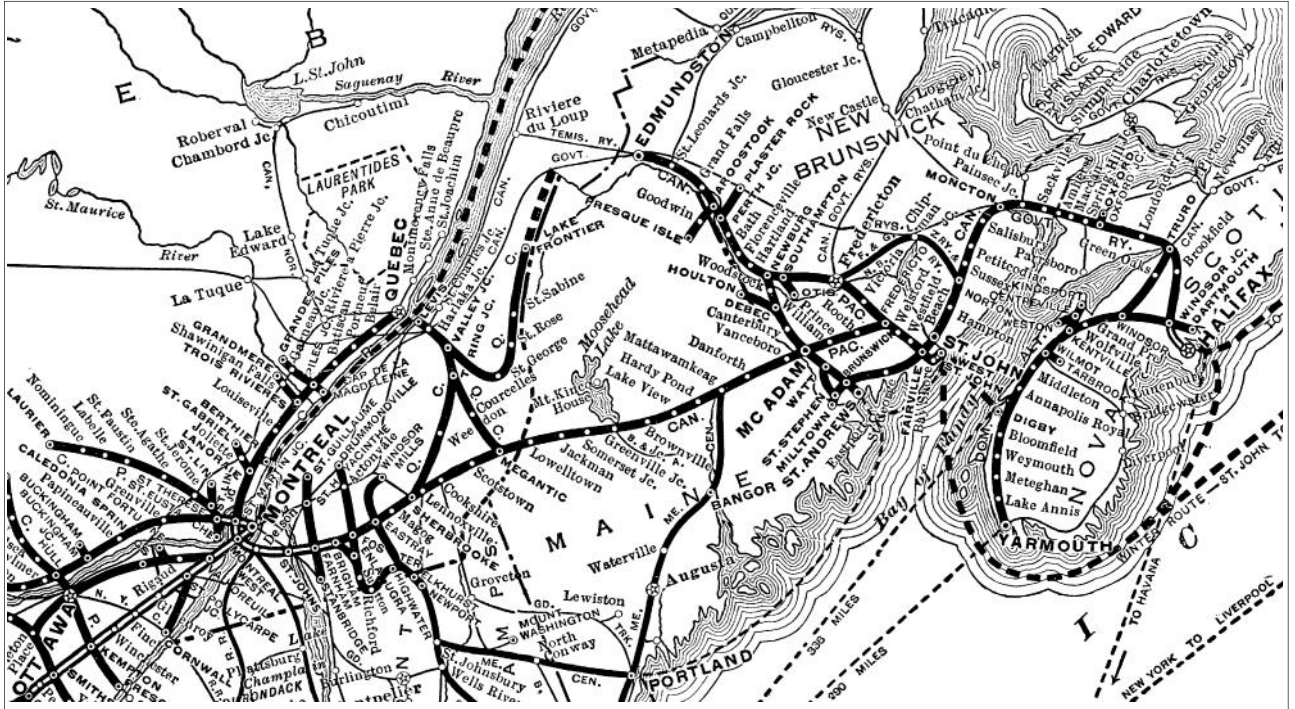


In the March-April, 2004 issue of the newsletter, we examined the railway mail services over the **Canadian Pacific Railway** and its predecessors in New Brunswick up to 1891, as well as the first postmark used on the International Railway. In this issue, we look at R.P.O.s on the Western end of the St. John - Montreal line, including the **Montreal & St. John** cancellations starting in 1892. The St. John & Montreal postmarks are found in the Maritimes section of the catalogue and the hammers are already well documented.



International Railway



RR-90
 Proof - unknown
 ERD - 1885/10/03
 LRD - 1891/09/10
 Indicia - E, W

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.

Recommended Reading

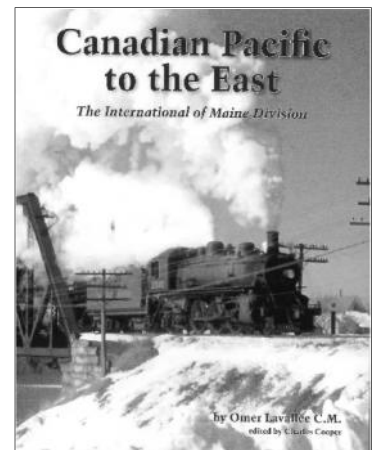
Canadian Pacific to the East, The International of Maine Division, by Omer Lavalée, edited by Charles Cooper has recently been published and is available as follows;

Hard cover, 336 pages, containing 356 photographs (91 in colour), 5 charts/tables and 24 maps.

\$69.95 Cdn or \$71.95 in U.S. funds, taxes and shipping included

Overseas: \$79.95 in Canadian Funds (surface)

The Bytown Railway Society Inc., P.O. Box 141, Station A, Ottawa ON, Canada, K1N 8V1, Website www.bytownrailwaysociety.ca



Canadian Pacific Railway - Montreal & St. John

HALIFAX, N.S., ST. JOHN, N.B., AND MONTREAL SHORT LINE

READ DOWN				READ UP						
211	31	15C.P.	Miles	Time	TABLE 17	RAILWAY	Altitude	16C.P.	32	210
		† 8.00am	0.0	A.T.	Lv. Halifax	I.C.R.	57	†10.00pm		
		⊕ 6.00pm		"	St. John's, Nfld.	R.N.Co.		‡12.00nn		
		†11.30pm		"	Sydney, N.S.		8	† 6.10am		
		† 7.20am		"	New Glasgow		29	†10.15pm		
		†10.05am	61.8	"	Truro		60	† 8.00pm		
		† 8.20am		"	Pietou		10	†10.50pm		
		†11.34am	108.2	"	Oxford Junc.		94	† 6.20pm		
		†12.00am	114.4	"	Spring Hill Jc., N.S.		199	† 5.58 "		
		†12.35pm	138.0	"	Amherst	I.C.R.	63	† 5.22 "		
		†12.54 "	147.9	"	Sackville		26	† 5.02 "		
		† 1.17pm	159.3	"	Dorchester		27	† 4.38pm		
		† 1.05pm		"	Pt. du Chene		9	† 4.50pm		
		† 2.30pm	185.9	"	Moncton		50	† 3.35pm		
		† 3.10 "	208.8	"	Petitcodiac		100	† 2.50 "		
		† 3.55 "	231.5	"	Sussex		69	† 2.10 "		
		† 5.20pm	275.2	"	Ar. St. John, N.B. ⊕ Lv.		15	†12.40pm		
		† 7.30am		"	Lv. Halifax		57	† 6.40pm		
		†10.22am		"	St. Kentville	D.A.R.	38	† 3.50 "		
		†12.35pm		"	Annapolis		18	† 1.30pm		
		† 9.50am		"	Yarmouth, N.S.		36	† 4.30pm		
		† 1.55pm		"	Digby, N.S.	S.S. Prince	15	†10.45am		
		† 5.00pm		"	Ar. St. John, N.B. Lv.	Rupert	15	† 7.45am		
		* 5.55pm	275.2	"	Lv. St. John, N.B. ⊕ Lv.		15	*12.00n		
		† 5.50pm		"	Fredericton		41	†11.35am		
		* 7.06pm	319.6	"	Fredericton Junc.		71	†10.45am		
		† 5.55pm		"	Lv. St. Andrews		23	†11.30am	†11.00am	
		† 8.15 "		"	St. Stephen	Canadian	12	†11.10 "		
		† 5.14pm		"	Woodstock		134	†11.55am		
		* 8.30pm	359.6	A.T.	Lv. McAdam Junc. ⊕ Lv.		445	* 9.25am		
		† 9.45 "	365.5	A.T.	Ar. Vanceboro		387	† 9.13 "		
		† 7.50 "		E.T.	Lv. Lambert Lake		417	† 7.56 "		
		† 8.08 "	377.6	"	Tomah	dian	355	† 7.45 "		
		† 8.16 "	381.9	"	Forest		435	† 7.40 "		
		† 8.22 "	386.5	"	Eaton		400	† 7.34 "		
		† 8.33 "	391.5	"	Danforth		380	† 7.26 "		
		† 8.48 "	400.8	"	Bancroft	Pacific	334	† 7.11 "		
		† 8.50 "	404.0	"	Wytopitlock		344	† 7.05 "		
		† 9.08 "	413.2	"	Kingman		325	† 6.52 "		
		† 9.34 "	422.1	"	Mattawamkeag		223	† 6.37 "		
		†10.07 "	443.4	"	Schools		196	† 5.52 "		
		†10.28 "	455.7	"	Lake View		480	† 5.33 "		
		*10.53pm	465.2	"	Brownville Junc.		389	* 5.17am		
		† 4.25pm	482.9	"	Onawa	B. & A.	639	† 8.30am		
		†12.00nt	498.6	"	Ar. Bangor		1059	* 4.05am		
		†12.27am	509.4	"	Greenville Junc.	Canadian	1041	† 1.37pm		
			514.1	"	Moosehead		1000	† 1.15 "		
			516.9	"	Somerset Junc.		1116	† 1.05 "		
			525.7	"	Askwith		1176	† 1.00 "		
			530.4	"	Mackamp	Pacific	1181	†12.43 "		
			538.8	"	Long Pond		1228	†12.35 "		
			551.5	"	Jackman		1253	†12.20pm		
			557.5	"	Holeb		1336	†11.55am		
			562.9	"	Franklin		1605	†11.43 "		
			576.2	"	Lowelltown		1476	†11.32 "		
			582.3	"	Ditchfield		1314	†11.02 "		
				"	Ar. Megantic	Lv.	1314	†10.50am		
				"	Lv. Megantic	Ar.	1314	† 9.25pm		
				"	Ar. Levis, Que.	Que. Cent.	15	† 5.00pm		
				"	Lv. Megantic	Ar.	1314	* 1.20am		
				"	Spring Hill, Que.	Canadian	1890		†10.40am	† 6.40pm
				"	Milan		1646		†10.20 "	† 6.20 "
				"	Scotstown		1193		†10.02 "	† 6.08 "
				"	Bury		1065		† 9.27 "	† 5.45 "
				"	Cookshire		684		†11.51pm	† 5.07 "
				"	Birchton		971		† 8.43 "	† 4.47 "
				"	Bulwer		930		† 8.15 "	† 4.37 "
				"	Johnville		852		† 7.58 "	† 4.32 "
				"	Lennoxville	Pacific	498		† 7.50 "	† 4.25 "
				"	Ar. Sherbrooke	Lv.	604		† 7.40 "	† 4.10 "
				"	Rock Forest	Ar.	701		† 7.05am	† 4.00pm
				"	Lake Park		690			
				"	Bedard		670			
				"	Lv. Georgeville	Ar.	682			
				"	Knowlton's Ldg.	Memphre-	682			
				"	Magog	magog	689			
				"	Ar. Magog	Nav. Co.	689			
				"	Magog		689			
				"	Eastman Junc.		911			
				"	South Stukely	Canadian	837			
				"	Foster		897			
				"	Fulford		585			
				"	West Shefford		430			
				"	Adamsville	Pacific	376			
				"	Brigham Junc.		269			
				"	Ar. Farnham		192			
				"	St. Johns		116			
				"	Montreal Junc.		155			
				"	Ar. Montreal, Win. St. ⊕ Lv.		109			

Canadian Pacific Railway Public Timetable - 1911

Montreal - St. John 1892 - 1918

The first through service began in 1892. By 1918, the last of the cancellations showing the run as Montreal & St. John had been phased out and replaced by various hammers with the terminal cities reversed, i.e. St. John & Montreal, which are listed in the Maritimes section of the catalogue.

The St. John & Montreal hammer varieties, as well as the St. John & Vanceboro and St. John & Brownville cancellations, have been thoroughly documented in, "Railway Postmarks of the Maritimes" by Ross Gray. Now we examine the Montreal & St. John hammers in detail.

Q-138 Hammer Study

MONT & ST · JOHN · N. B / C. P. RY

There are two proof strikes of what appear to be two different hammers, in the records. Both are in such poor condition that I cannot reliably say if they are the same two hammers which I have been able to measure and separate from the nine actual examples in my collection.

The two hammers are very similar except for chord “a”, which measures 3 mm for hammer I and 2 ½ mm or slightly under, for hammer II. Hammer II has a small bend in the rim at the 7 o’clock position and the “W” direction slug is placed very low on the two examples in my collection, as shown.

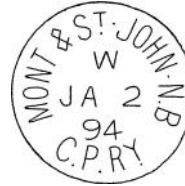
The earliest reported date for the listing is 1892/07/01 and the latest is 1918/05/15, hammer(s) unknown. (Use after the early 1900s must have been exceptional and the editor is interested in such late use.)



*Q-138 Hammer “A”
Proof - 1891/09/07*



*Q-138 Hammer “B”
Proof - 1891/09/07*

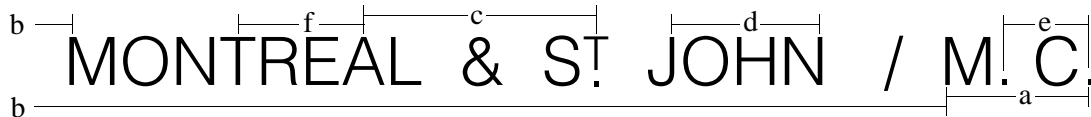


*Q-138 Hammer I
Proof - 1891/09/07?
ERD - 1893/02/20
LRD - 1902/01/21
Indicia - E, W*



*Q-138 Hammer II
Proof - 1891/09/07?
ERD - 1899/07/14
LRD - 1900/01/25
Indicia - W*

Q-137 Hammer Study



Hammer	a	b	c	d	e	f
I	8 1/2	5 3/4	14-	9 1/4	4 1/4	9
II	10 1/4	5	13 1/2+	8 1/2+	6	9 1/4
III	8	5 1/2+	13 1/4	9+	4	8 1/2
IV	10 1/2 -	5 1/2+	13	8 1/2	5 3/4	8 1/2-
V	9 1/2	5 1/2	11 1/2	9	5	8 1/2
VI	10 1/2	5-	12 1/2	9 1/2	6 1/4	8 1/4
VII	10 1/2	4 3/4	12-	9+	5 3/4	8 1/2
VIII	10 1/2	6	12 1/2+	8 1/4	5 3/4	8 1/2



Hmr I



Hmr II



Hmr III



Hmr IV



Hmr V



Hmr VI



Hmr VII



Hmr VIII

Canadian Pacific Railway - Montreal & St. John

Q-137 Hammer Study

Hammer	Proof	ERD	LRD	Indicia
I	1892/10/03	unreported	unreported	
II	unknown	1898/03/31	1899/06/06	E, W
III	unknown	1896/10/31	1905/12/22	E, W
IV	unknown	1899/06/05	1902/03/11	E, W
V	unknown	1901/08/19	1901/08/19	W
VI	unknown	1900/11/27	1900/11/27	E
VII	unknown	1902/04/14	1905/11/02	E, W
VIII	unknown	1909/05/28	1909/05/28	W
Listing		1896/05/06	1913/07/07	E, W

C. P. Ry. Montreal - Sherbrooke 1892 - 1955

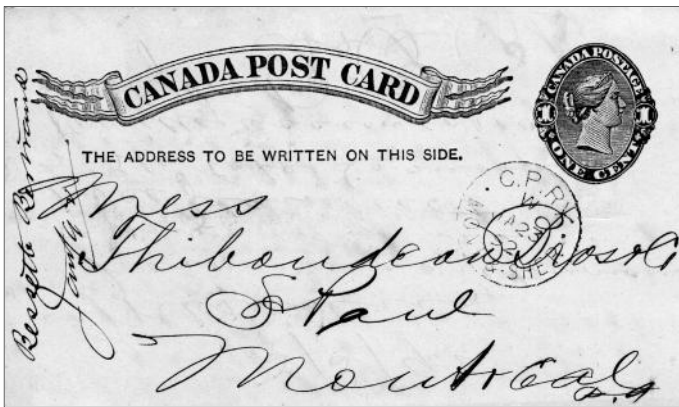
Q-141 Hammer Study

This cancellation is very rare. The ERD for the listing is January 23, 1892 and the LRD is March 13, 1895. Both E and W indicia have been reported.

Q-141, Hammer I
Proof - 1889/02/19
ERD - 1892/01/23
LRD - 1892/01/23
Indicia - W



Q-141, Hammer II
Proof - 1889/02/19
ERD - unreported
LRD - unreported
Indicia - unreported



This post card, with hammer I, dated January 23, 1892, originated at Magog from Besette & Bertrand, General Merchants. There is no Montreal receiving cancellation.



Q-142 Hammer Study

I have identified two hammers for this listing. Chord "a" measures under 6 mm for hammer I and just over 5 mm for hammer II. Chord "b" measures 7 3/4 mm for hammer I and 7 1/4 mm for hammer II. The latest reported date for the listing is 1907, hammer unknown.



Q-142, Hammer I
Proof - 1895/04/09
ERD - 1895/11/14
LRD - 1906/05/24
Indicia - E, W



Q-142, Hammer II
Proof - unknown
ERD - 1906/10/09
LRD - 1906/10/09
Indicia - W

Q-144

A reported early date of 1906/11/10 is probably an error or an inverted slug for 1909, since the only identified hammer was not proof struck until the following year. The clerk apparently lacked a numeral "1" slug because all observed year dates in the teens only have a single numeral for the year.



Q-144
 Proof - 1907/09/19
 ERD - 1907/12/04
 LRD - 1915/03/24
 Indicia - E, W

Q-143 Hammer Study

There are two hammers for the listing. They appear to have been used consecutively.

Q-143, Hammer I
 Proof - 1915/04/03
 ERD - 1915/05/19
 LRD - 1920/03/24
 Indicia - E, W



Q-143, Hammer II
 Proof - 1921/02/12
 ERD - 1921/05/05
 LRD - 1932/??/16
 Indicia - E, W, 6?, 201, 204

Q-283A Hammer Study

I have separated three hammers from the proof strikes. All five examples in my collection are hammer III. It may have been the only hammer used.



Hammer I



Hammer II



Hammer III



Hammer	Proof	ERD	LRD	Indicia	a	b	c
I	1952/11/29	unreported	unreported		10-	11+	10 1/4
II	1952/11/29	unreported	unreported		10 1/2	11 1/2	9-
III	1952/11/29	1953/06/10	1955/09/22	39, 40	10 1/2+	11	9-

Three of the private clerk handstamps used on the run are illustrated here. These are usually found as transit markings on linen cloth, registered money bag tags.



Q-284
 1918/05/29 to 1929/05/14
 Indicia - EAST, W, PM



Q-284C
 1923/05/04 to 1928/11/14
 Indicia - PM, RM



Q-284D
 1923/05/04 to 1929/01/30
 Indicia - PM

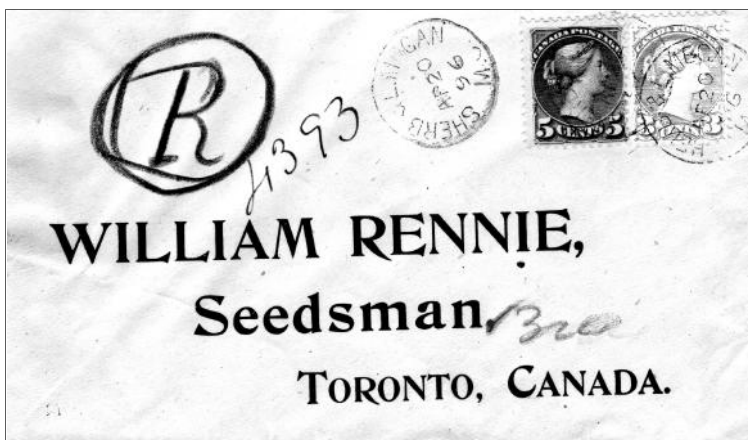
C. P. Ry. Sherbrooke - Lake Megantic 1892 - 1925

Q-277

The first cancellation naming the specific terminals was proof struck November 9, 1891. Reported use is between April 13, 1892 and December 3, 1903, with E, W or blank direction indicators.



This registered cover originated on board the railway post office car. The mail clerk cancelled the stamps with his steel hammer and wrote a large, circled R, in black on the front. The date of the faint Montreal transit backstamp is illegible. The Toronto arrival backstamp is dated April 21.



Q-34

The next postmark for the run was proof struck on June 2, 1904. It is known used from July 5, 1904 until September 28, 1914, with either E or W direction indicators.



Q-34



Q-21



Q-225

This registered cover originated at PIOPOLIS / QUE, JY 13, 04. It travelled about 15 kilometres north, by road, to Megantic, where it was transferred on board the westbound R.P.O. It arrived at SHERBROOKE / QUE, PM, JUL 13, 04, where it was put on board the Island Pond & Montreal R.P.O., on the westbound, night train. It reached MONTREAL / CANADA, AM, JUL 14, 04. There, it was placed in a sealed bag for Ottawa. At Ottawa, it was transferred aboard the westbound, Ottawa to Fort William R.P.O., on train 97 and arrived at SUDBURY / ONT., PM, JUL 15, 04.

Q-278



Only one hammer has been identified for this cancellation, which was proof struck on October 15, 1914 and is reported used between 1914/11/23 and 1919/09/18 with either E or W direction indicia.

Q-33

There are two hammers for this listing and they appear to have been used consecutively.

Q-33, Hammer I
 Proof - 1919/10/19
 ERD - 1919/10/30
 LRD - 1923/09/08
 Indicia - E, W



Q-33, Hammer II
 Proof - 1924/02/06
 ERD - 1924/02/15
 LRD - 1925/04/27
 Indicia - E, W?

Derailments

The following run was omitted from the July - August, 2006 edition of the newsletter

Hamilton - Palmerston 1915 - 1939

O-108 Hammer I
Proof Date - 1914/12/16
ERD - 1914/12/26
LRD - 1916/11/25
Indicia - N, S



O-108 Hammer II
Proof Date - 1916/04/29
ERD - 1916/08/14
LRD - 1939/09/30
Indicia - N, S,
172,173,174,175,181,185,186

Canada Central Railway - Brockville & Ottawa

Thanks to **Jim Felton** for pointing out our error on page 1983, where we stated that **RR-22** was not reported used. Annex X indicates that there are two reported dates, an ERD from Hank Narbonne and a LRD from Joseph Smith.

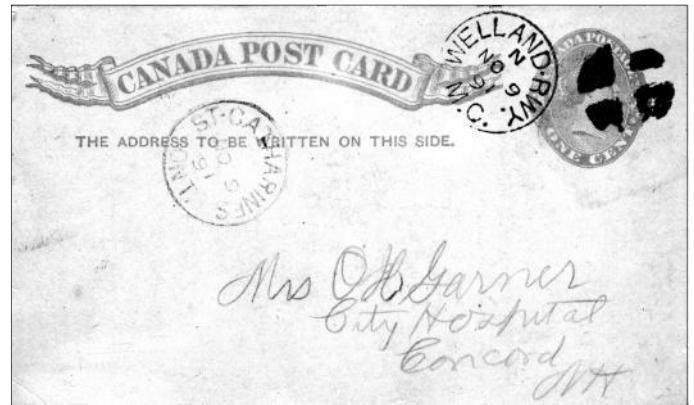


RR-22
Proof Date - 1880/11/23
ERD - 1881/12/02
LRD - 1881/12/21
Indicia - unknown

Welland Railway

Thanks to **Brian Stalker** for his observation that we omitted **RR-184** from our study of the **Welland Railway** in the March-April newsletter issue. On page 1991, we erroneously said that there was an interruption of service between 1885 and 1892.

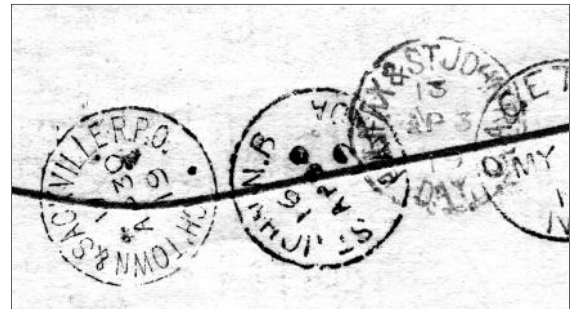
RR-184
Proof Date - unknown
ERD - 1886/07/22
LRD - 1892/02/24
Indicia - N, S



New Reports

Brian Stalker reports a new late date, September 30, 1876, for **RR-181**, WELLAND RAIL ROAD / +. (See page 1990)

The first reported example of train 13 for **Hammer I**, **MA-117a**, HALIFAX & ST JOHN R.P.O. / DAY., 13, AP 30, 19, was found by **Ross Gray**, as a transit mark on the back of a registered cover originating in Summerside, PEI and addressed to Gagetown, NB



Jim Felton reports a new late date, March 25, 1938, for **Hammer VII**, **Q-120**, MONT. & NORTH BAY - R.P.O. / ., on a 3 cent stamp. (Hammer study on page 1980.)

A Long-standing Controversy Finally Resolved by Robert K. Lane

Background

In 1986 or 1987, a controversy arose involving the opinions of L. Ludlow and L. F. Gillam regarding an apparently unique R.P.O. strike on stamp. At one point, this was listed in Ludlow's catalogue as L. DER & ESTON / NQ (W-66E), rarity factor = 500*. As shown in Figure 2, this is a partial strike, showing what was thought at first to be Train # 38.



Figure 2

The controversy went public in Topics (v. 44, # 1), when Ludlow described his conclusion that the strike was for a run involving Estevan (rather than Eston). The train number was actually 138 and this was a train used on that line. Shortly thereafter, an article in the R.P.O. Study Group Newsletter (v.15, # 6) included hilarious commentary by both Ludlow and Gillam, with the latter pointing out the existence of Lauder, MB on the Brandon-Estevan line. Lauder is high lighted in a rectangle in Figure 1. Both articles are worth reading.

The eventual opinion was that the run was between Lauder and Estevan (see Figure 2), although it was not clear why this run would even exist. The strike is dated June 1932. Lauder is shown to be the junction point of the Brandon-Estevan line and an east-west line between Alida, SK and a point just west of Boissevain (Figure 1). This was thought to be significant.

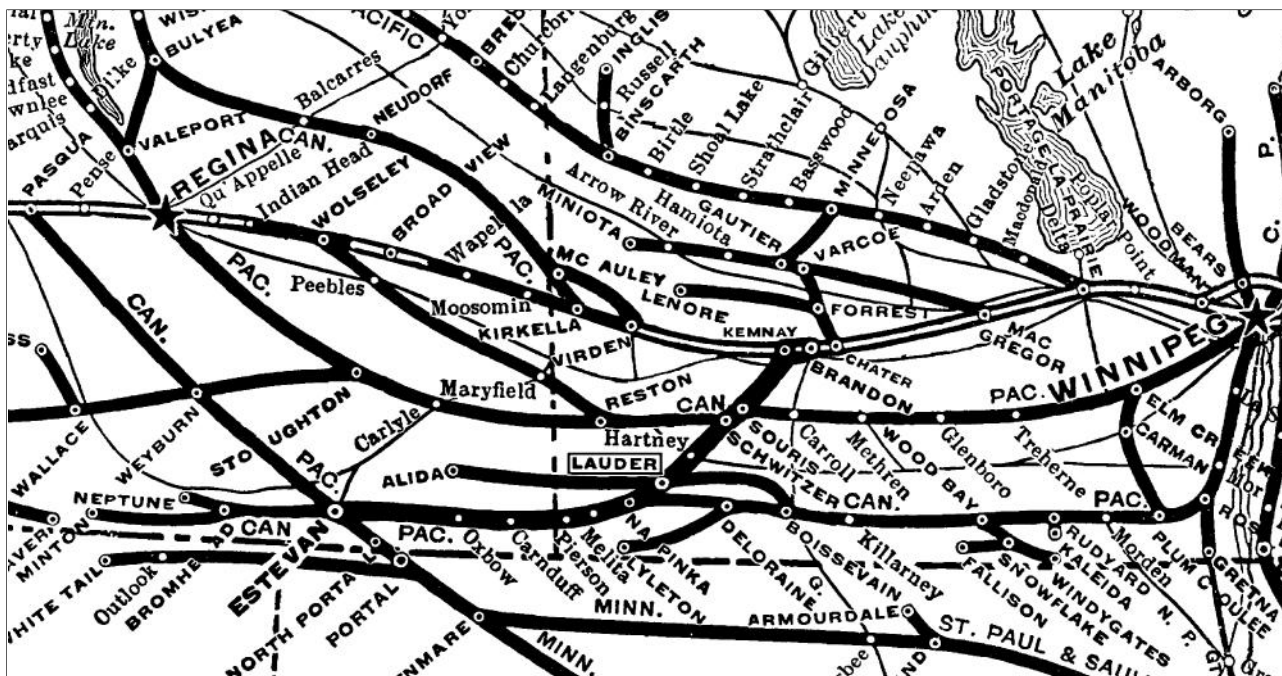


Figure 1

Recent Analysis

An examination of CPR time-tables seems to provide some clues. Passenger service existed between Brandon-Lauder-Lyleton, and also between Souris-Lauder-Alida. Presumably, mail was carried by baggage car on the smaller lines. It might have been determined that there was a need for mail clerk service between Lauder and Estevan; possibly because much of the mail from SW Manitoba to the United States was routed to Estevan, then southward.

A Long-standing Controversy Finally Resolved by Robert K. Lane

But this service existed already, with the Brandon-Estevan RPOs, W-8 and W-9. So, what was going on? At the time of this post marking, June 1932, the following RPOs were in operation on this line:

W-8, BRANDON & ESTEVAN R.P.O. / No.1 (actually hammer 1b)

W-8, BRANDON & ESTEVAN R.P.O. / No.2 (actually hammer 2c)

W-9, BR. & EST. R.P.O. / No.3

There is no obvious need for another hammer for part of the run.

With the benefit of devices not even dreamed of back in the 1980s, a much closer look at this strike is possible. A magnified scan shows that some of the lettering is very oddly shaped. The outline of original lettering can be seen in a couple of places but not for the L or D.

A comparison was made of this strike with the proof strike of **W-9**, BR. & EST. R.P.O. No. 3 (Figure 3), which was proofed two years prior to this example. A transparency was made of a scan at twice the size of the proof image and superimposed on a scan of twice the size of the example. The BR. & EST. fits exactly (Figure 4). Note that the stamp colour was reduced to clarify the postmark. Also note that the train number on the proof was 137. The L and the D appear to have been added in ink. This example was a fake that fooled even the experts of the time.



Figure 2 (filtered by editor)



Figure 3, W-9 Proof



Figure 4

The author is indebted to Ross Gray and Bill Robinson for their agreement with this finding. However, I take all responsibility (blame?) for the conclusion that W-66E is a fake made from an example of the fairly common W-9.

References:

Ludlow, Lewis M. 1982. Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks. Tokyo.

Ludlow, Lewis M. 1987. The Cowcatcher. BNA Topics, 44 (1).

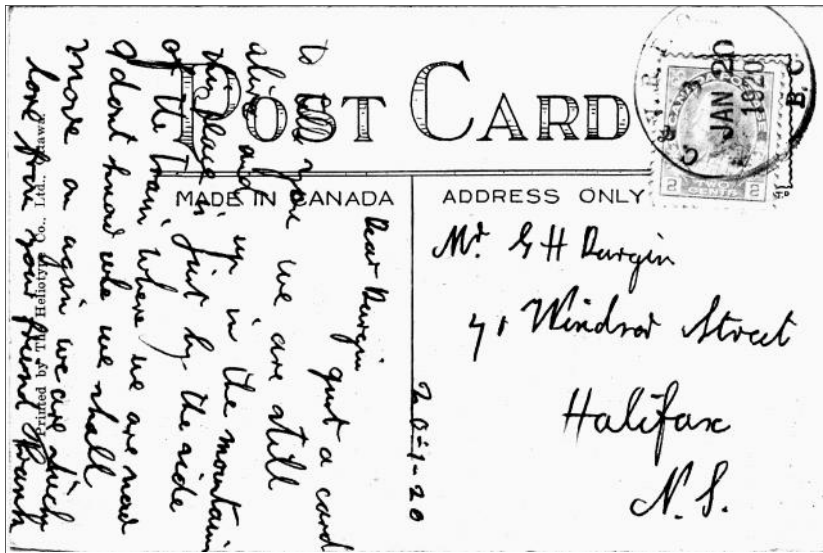
Gillam, L. F. and L.M. Ludlow. 1987. The RPO Study Group Newsletter, 15 (6); edited by William Robinson.

Editor's Note: I believe that the creator of this fake may be the same individual who made the fakes shown on pages 1637 and 1767 of the newsletter.

L. DER & ESTON R.P.O.
TR 81
SE 23 89
LEWIS M LUDLOW
MAIL CLERK

After the good spirited controversy between Ludlow and Gillam over W-66E, the late Dr. Alex "Sandy" Campbell created this handstamp on pieces of paper similar to those used as facing slips on R.P.O.s, as a joke and handed them out to the attendees of a study group meeting at the 1989 BNAPS convention.

New Reports



Ross Gray reports this new find and ERD, January 20, 1920, for W-28C. It is struck in violet, as a cancellation on a picture post card of Mount Stephen House at Field, B.C. There are four proof strikes in the records, dated July

10, 1919. It is impractical to differentiate multiple hammers of this type of rubber handstamp due to the method of manufacture and their flexible nature.

A later example of W-28C, C. & V. R. P. O. / B. C. , also struck in violet, on a card from Banff to Orillia, shows how badly the handstamp deteriorated, possibly from the wrong solvent used to clean it and/or heavy use. Fortunately, the writer of the card dated her correspondence, April 19, 1921.



Ross Gray found this previously unreported example of **train 159** for listing Q-156, MONTREAL & TORONTO R.P.O. / . , used as a transit backstamp on a registered cover from Alexandria, Ontario to Waterloo, Ontario. The cover originated in Alexandria on the morning of Friday, May 22, 1970 and travelled by road to Cornwall, arriving there at 8:00 PM. The next day, it was transferred to the westbound Montreal & Toronto R.P.O. and arrived in Waterloo the same day.

I do not have a timetable for this period, but I suspect that #159 may have been a Saturday only train. Perhaps some of our readers can confirm this theory.

Secretary's Report from Chris Anstead

Back issues of our newsletters are now on-line at the BNAPS website. From www.bnaps.org , follow the link to "H. W. Harrison On-line Library" and then to "Study Group Newsletters." Eventually the span of newsletters will include all except the last five years. Besides RPOs you will find British Columbia, Elizabethan, Fancy Cancels, Flag Cancels, George VI, Klussendorfs, Literature and Newfoundland. Charles Livermore deserves congratulations for this initiative.

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