



Farnham circa 1907

In this issue, we continue our exploration of the complicated history of the railways in southern Quebec and their railway post offices.

Peter McCarthy and **Bill Robinson** update our information about the rare **RR-148**, SHEFFORD RY. / M.C., examined in the previous issue. **Brian Stalker** and **Jim Felton** report new dates for **Q-316**, WATERLOO & MONTREAL R.P.O. / . **Doug Lingard** reports a new late date for **MA-105**, Hammer I, HX. DIG. & YAR : R.P.O. / . Other updates from the study group are included as well.



Cowansville circa 1910

South Eastern Railway

Legend

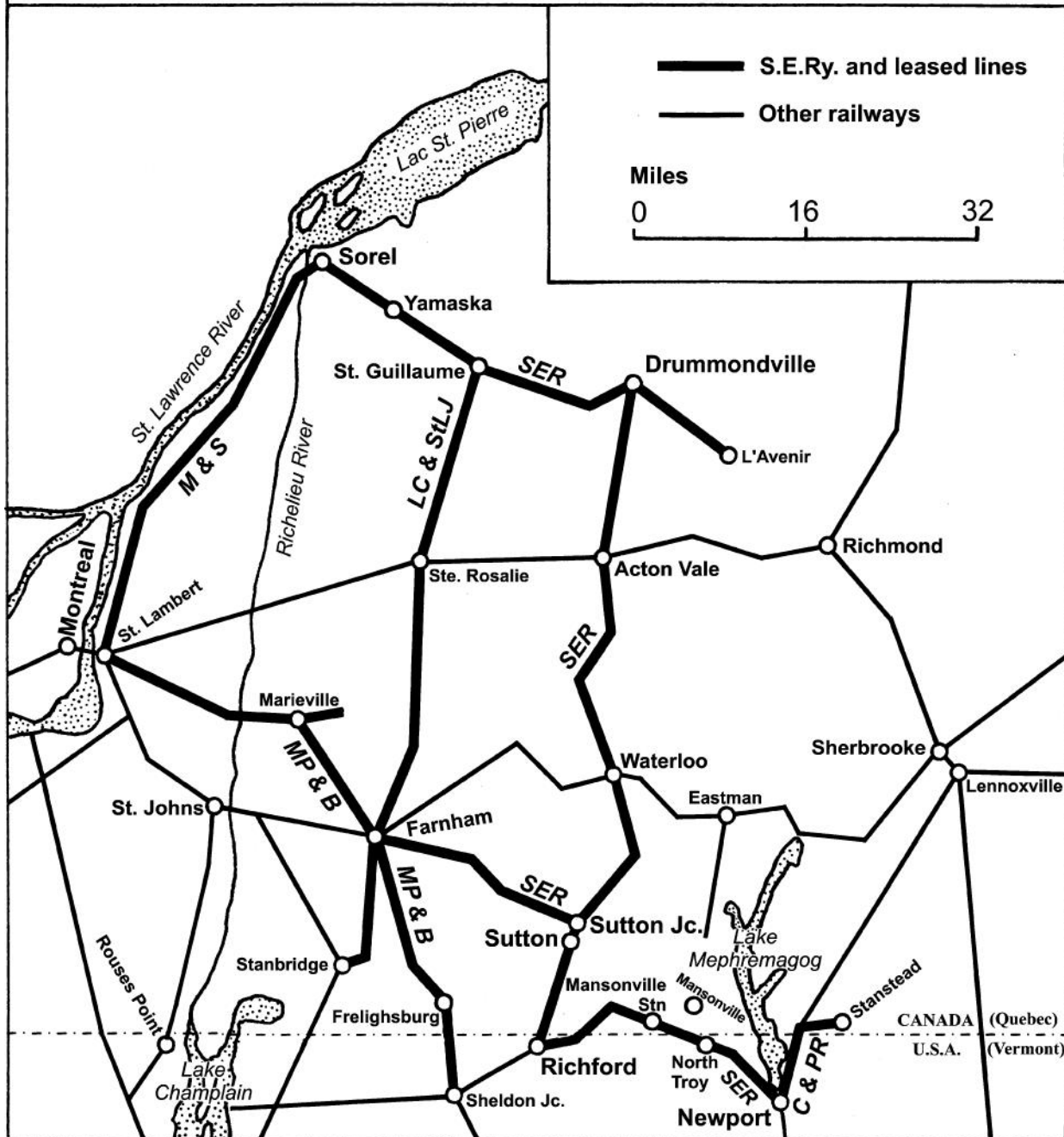
C & PR = Connecticut & Passumpsic Rivers Railroad

LC & StLJ = Lake Champlain & St. Lawrence Junction Railway

MP & B = Montreal, Portland & Boston Railway

M & S = Montreal & Sorel Railway

SER = South Eastern Railway



South Eastern Railway System - 1882

South Eastern Railway

In 1873, the **South Eastern Railway**, which had been chartered as the **South Eastern Counties Junction Railway**, was completed from West Farnham, Quebec to Newport, Vermont, via Sutton, Richford, Mansonville Station and North Troy. Connections to Montreal depended on the use of of trackage belonging to the Central Vermont Railroad and Grand Trunk Railway, via St. Johns.

In 1872, the **South Eastern Counties Junction Railway** had amalgamated with the **Richelieu, Drummond & Arthabaska Counties Railway**, which had been opened in 1871 and ran south east from Sorel, on the St. Lawrence River, via Yamaska, to Drummondville and L'Avenir. The combined lines were known as the **South Eastern Railway**.

Suffering severe financial difficulties, the South Eastern Railway system was leased by the **Connecticut & Passumpsic Railroad**, a major creditor, on March 15, 1875. Construction between Drummondville and Sutton via Acton Vale and Waterloo, to link the northern and southern divisions of the S.E.Ry. then continued and was finally completed in early 1879.

In the fall of 1878, the S.E.Ry. leased the **Montreal, Portland & Boston Railway** and began operating its trains from West Farnham to St. Lambert, instead of through St. Johns, making them independent from the Central Vermont and Grand Trunk.

In 1881, the South Eastern Railway leased the **Lake Champlain & St. Lawrence Junction Railway**, which had opened for traffic between St. Guillaume and Stanbridge, via Ste. Rosalie Junction and Farnham, in 1879.

In 1882, the recently completed **Montreal & Sorel Railway** was leased by the S.E.Ry. to link Sorel and St. Lambert. This final acquisition increased the ever financially weak South Eastern system, to 336 miles of trackage.

The **Canadian Pacific Railway** assumed financial control of the bankrupt South Eastern Railway in 1883, with a view toward assembling their "Short Line" connection to the Maritimes.

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Although no official postmarks are known prior to 1880, the following example suggests that "closed bag" mail service, was probably provided on the lines.



TS-270

This cover, addressed to Alfred, Maine, was misdirected to Alfred, Ontario. In transit, it was backstamped MONTREAL, Q. 1, MR 28, 73 and L'ORIGINAL, U.C., MR 29, 1873. On receipt, it was backstamped, ALFRED, U.C., Mar 30, 73 and the postmaster forwarded it to the Dead Letter Office in Ottawa. There, the notation, "For Maine, U.S." was added and the cover was postmarked, DEAD LETTER OFFICE / CANADA, AP 21, 1873. The cover was then redirected and was postmarked, OTTAWA, ONT., B, AP 21, 73. In transit, it was backstamped, MONTREAL, Q., 1, AP 22, 73. There is no U.S. arrival marking.

There is a another ticket stamp, TS-272, SOUTH EASTERN R.R. / GLEN SUTTON, listed for the railway but its period of use, 1886/10/08 to 1887/06/06 was well after the takeover by the C.P.Ry.

South Eastern Railway

Montreal & Mansonville (Station)

One of two official postmarks used on the railway before the C.P.Ry. takeover in 1883, was for the Montreal-Mansonville (Station) run. The railway line was located a few miles outside the community of Mansonville.

The only reported first period example is shown on this post card which was posted on board the northbound train at West Brome, located on the line between Farnham and Newport, just west of Sutton Junction. There is a MONTREAL / QUE , 10 AM, FEB 28, 81 receiving backstamp.



Q-111

Proof - 1880/04/02

Only 1st Period Date - 1881/02/28

Indicia - NORTH

2nd Period ERD - 1890/04/19

2nd Period LRD - 1892/09/13

Indicia - SOUTH, WEST, W



Sorel & Sutton

The second of the two official postmarks used before the C.P.Ry. takeover in 1883, was used on the Sorel-St. Guillaume-Farnham-Sutton run. It was proof struck the same day as its counterpart for the Montreal-Mansonville Station run and was also later revived (See Page 2065).

Q-296

Proof - 1880/04/02

1st Period ERD - 1880/05/12

1st Period LRD - 1885/08/13

2nd Period ERD - 1893/08/30

2nd Period LRD - 1894/06/26

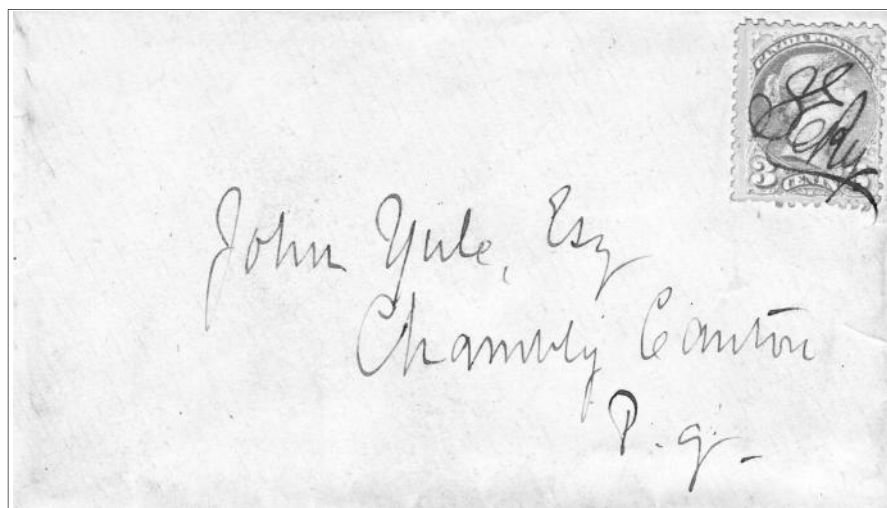
Indicia - NORTH, N, S



The manuscript cancellation on this cover, "S E Ry" for South Eastern Railway, is undated but believed to be circa 1881. There are no transit or arrival postmarks on the back

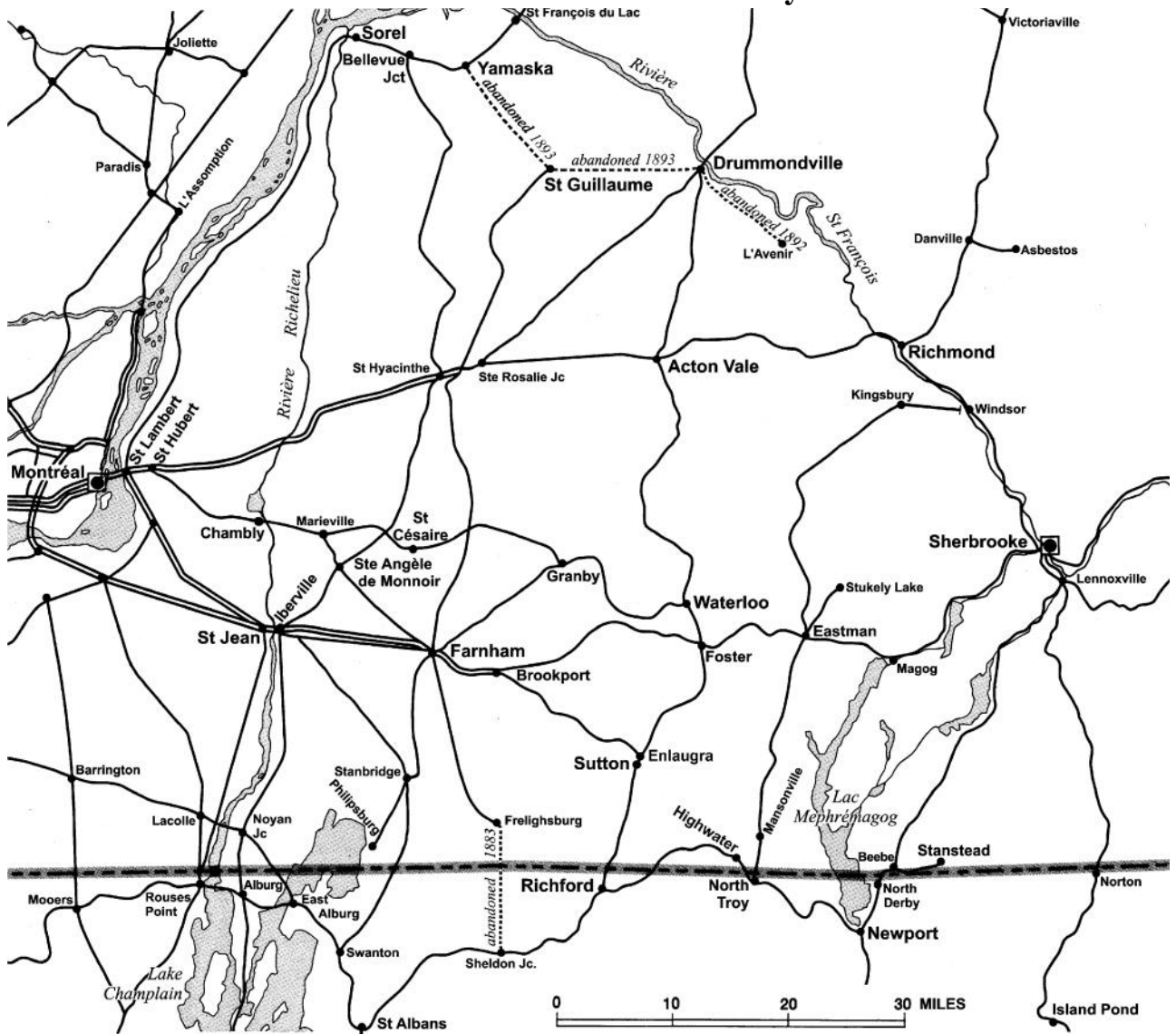


Imprint on flap



Handwritten signature/initials.

Canadian Pacific Railway



Southern Quebec Railways - 1917

When the **Canadian Pacific Railway** assumed financial control of the **South Eastern Railway** in 1883, it terminated the leases with the **Montreal & Sorel Railway** and the **Montreal, Portland & Boston Railway**. Operation of the latter was assumed in 1891 by the **Central Vermont Railroad**. The lease of the **Lake Champlain & St. Lawrence Junction Railway** was retained.

In 1887, the **Canadian Pacific Railway** completed a bridge over the St. Lawrence River to Montreal near Caughnawaga and a line eastward to St. Johns. From there, the railway paralleled the Stanstead, Shefford & Chambly to Farnham, where it connected with the **South Eastern Railway**. At Farnham, the C.P.R. then had direct access southward to the Connecticut & Passumpsic Rivers R.R. and lines leading to Boston, via Sutton Junction (later renamed Enlaugra), Mansonville Station (later renamed Highwater), Richford and Newport.

The C.P.R. used the S.E.Ry. mainline eastward as far as Brookport. Construction eastward proceeded from there to Sherbrooke, involving the leased Atlantic & North West Railway and Waterloo & Magog Railway.

The date of the renaming of **Sutton Junction** to **Enlaugra** is uncertain. It is Sutton Junction in an 1895 public timetable, then **Drummondville Junction** in a 1911 public timetable. By 1918 it is called Enlaugra.

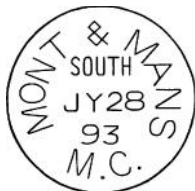
Mansonville Station was renamed **Highwater** on December 1, 1908 shortly before the C.P.R. leased and completed the **Orford Mountain Railway** (Windsor Mills-Eastman-Mansonville Village), southward from the community of Mansonville to North Troy Vermont in 1910. This line through the village of Mansonville never had R.P.O. service.

Canadian Pacific Railway

Montreal & Mansonville (Station)

This run operated between Montreal and Mansonville Station (later renamed Highwater), via St. Johns Farnham, Sutton Junction (later renamed Enlaugra) and Richford.

Q-111 (Page 2061) also saw a second period use for this run, in addition to the cancellations below.



Q-112

Proof - 1893/07/28

ERD - 1893/11/02

LRD - 1900/03/26

Indicia - NORTH, SOUTH,
N, S



Q-55

Proof - unknown

ERD - 1900/02/07

LRD - 1911/07/14

Indicia - N, S, 2?



Q-110

Proof - 1911/01/26

ERD - 1911/02/07

LRD - 1923/05/31

Indicia - N, S



Q-113

Proof - 1923/06/02

ERD - 1923/08/16

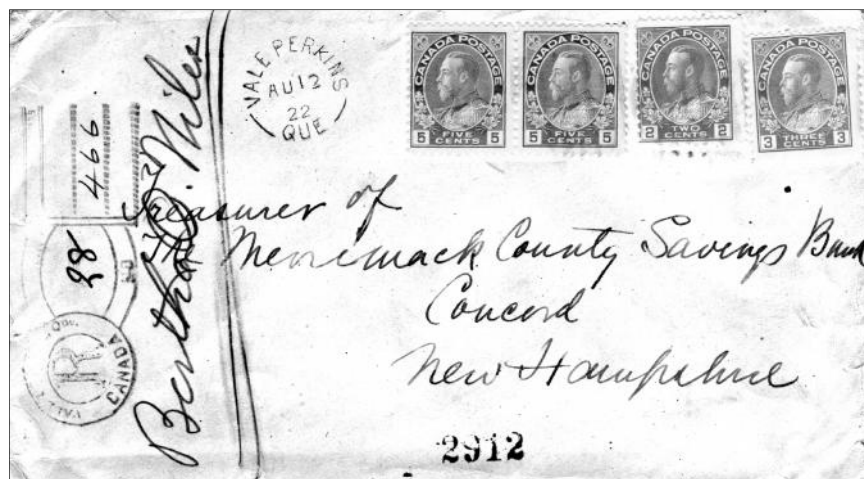
LRD - 1929/09/17

Indicia - N, S,
213, 214, 215

MONTREAL, ST. JOHNS, Que. AND NEWPORT

READ DOWN							TABLE 29	READ UP						
210	214	16	204	212	202	32		209	15	213	203	31	201	211
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	Eastern Time	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
* 8.10	7.00	4.30	9.25	8.25	0.0	0.0	Lv MONTREAL (W.S.)	* 8.55	8.30	17.05	12.25	9.05	12.25	9.05
8.16	7.06	4.38	9.33	8.32	2.1	2.1	Westmount	8.46	8.20	16.56	12.17	8.57	12.17	8.57
8.25	7.12	4.46	9.40	8.40	4.6	4.6	Montreal West	8.38	8.13	6.48	12.10	8.50	12.10	8.50
8.30	7.22	4.52	9.46	8.46	7.1	7.1	Highlands	8.31	8.06	6.41	12.02	8.37	12.02	8.37
		4.58	9.52	8.52	8.8	8.8	Adirondack Junc.	8.25	8.00	6.35	11.55	8.30	11.55	8.30
		5.05	9.59	8.59	13.4	13.4	St. Constant			6.26	11.46	8.21	11.46	8.21
8.43		5.08	9.02	8.02	14.5	14.5	Delson	8.14		6.23	11.43	8.18	11.43	8.18
8.48		5.15	9.09	8.09	18.2	18.2	St. Philippe	8.06		6.16	11.35	8.11	11.35	8.11
8.56		5.26	9.20	8.20	24.9	24.9	L'Acadie	7.53		6.04	11.24	8.00	11.24	8.00
9.05	7.55	5.42	10.25	9.30	29.4	29.4	ST. JOHNS (St. Jean) (C)	7.42	7.29	5.54	11.13	7.59	11.13	7.59
9.07		5.47	9.33	8.33	30.2	30.2	Iberville	7.25		5.48	11.05	7.52	11.05	7.52
9.11		5.53	10.28	9.36	30.6	30.6	Iberville Junc.	7.36		5.46	11.03	7.50	11.03	7.50
		6.01	9.46	8.46	34.1	34.1	St. Gregoire				10.57	7.42	10.57	7.42
		6.06			36.5	36.5	Versailles				10.52	7.37	10.52	7.37
		6.10			38.9	38.9	Ste. Brigitte				10.47	7.32	10.47	7.32
9.35	8.22	6.22	10.50	10.05	43.1	43.1	Ar FARNHAM	* 7.17	7.06	15.25	10.40	7.42	10.40	7.42
9.35	6.47		10.50		43.1	43.1	Lv FARNHAM	* 7.17		10.05		7.42		7.42
9.35	7.00				49.4	49.4	Brookport			9.53				
	7.03				50.4	50.4	Brigham			9.51				
	7.09				53.4	53.4	Mapledale			9.44				
10.00	7.19		11.12		56.4	56.4	Cowansville	6.55		9.35			7.19	
	7.25				53.4	53.4	Sweetsburg			9.26				
	7.31				61.3	61.3	West Brome	6.45		9.20				
	7.44				65.7	65.7	Enlaugra			9.10			7.00	
10.26	7.56		11.39		68.8	68.8	Sutton	6.32		9.02			6.48	
10.35	8.08		11.48		74.3	74.3	Abercorn (C)	6.20		8.50			6.34	
10.40	8.15		11.56		76.8	76.8	Richford	6.14		8.42			6.29	
	8.22				80.1	80.1	Stevens Mills			8.33				
	8.27				82.1	82.1	Missisquoi			8.25				
	8.35				85.1	85.1	Glendon			8.21				
	8.50		12.21		91.1	91.1	Highwater (C)	5.50		8.09			6.01	
11.05	9.00		12.28		93.5	93.5	North Troy	5.41		8.03			5.54	
11.11	9.15		12.41		100.1	100.1	Centre			7.50			5.42	
11.40	9.35		1.00		107.8	107.8	Ar NEWPORT	* 5.10		7.30			5.23	

C.P.R. Public Timetable - 1918



Q-55A

ERD - 1919/08/18

LRD - 1926/??/??

Indicia - 214

Canadian Pacific Railway

This cover, addressed to Concord, New Hampshire, originated on Saturday, August 12, 1922, at Vale Perkins, Quebec, located about 6 miles north-east of Mansonville, on Lake Mephrumagog. It probably travelled by road to Mansonville, where it was backstamped the same day. From Mansonville, it travelled about 2 miles westward, to the station at Highwater (formerly Mansonville Station). It was placed on board the southbound Mansonville & Montreal R.P.O. and handstamped on the back by the R.P.O. clerk, Fred J. Eland. The cover arrived in Concord on Monday, August 14.

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Newport & Montreal

Late in 1929, the Montreal-Mansonville (Station) run was extended south to Newport, Vermont, until the R.P.O. was discontinued in 1956.



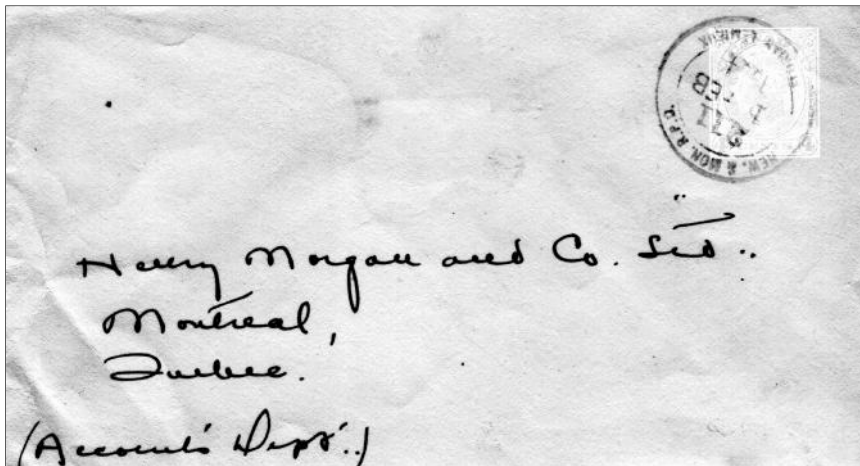
Q-177
Proof - 1929/11/09
ERD - 1929/12/09
LRD - 1947/05/07
Indicia - 113, 114, 213, 214



Q-177D
Proof - 1944/12/02
ERD - 1944/12/13
LRD - 1956/10/24
Indicia - blank, 3, 4,
211, 212, 213, 214, 217



Q-177E
ERD - 1949/05/12
LRD - 1954/02/08
Indicia - 211, 212, 213



This 4¢ stationery envelope is cancelled with **Q-177E**, NEW. & MON. R.P.O. / FLORIAN LEMIEUX, struck in purple. It is unusual to find a clerk handstamp as an originating cancellation on commercial mail.

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Little is known about **Q-177A**, NEWPOR(T AND? MON)TREAL R.P.O. / ., which is only reported used on November 18, 1943, with train number 213. We encourage readers to provide any further information.

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Q-177G, NEWP. TO RICHF. / R.R. for the Newport, Vermont and Richford, Vermont run, followed the Missisquoi River Valley and entered Canada for a 10 mile section between the two terminals. There is a picture of a Small Queen cover with this postmark on Page 147 of Lionel Gillam's, "A History of Canadian R.P.O.s". It is only reported used in 1874.

South Eastern Railway / Canadian Pacific Railway

Sorel & Sutton

Initially this run operated between Sorel and Sutton, via Yamaska, St. Guillaume and Farnham. In about 1893, the tracks between Yamaska and St. Guillaume and St. Guillaume and Drummondville were abandoned. Apparently the R.P.O. continued to operate a shortened run between St. Guillaume and Sutton until 1912, without any change in postmarks. Only Q-296 (See page 2061) saw service on both the S.E.R. and C.P.R.



Q-296

Proof - 1880/04/02

1st Period ERD - 1880/05/12

1st Period LRD - 1885/08/13

2nd Period ERD - 1893/08/30

2nd Period LRD - 1894/06/26

Indicia - NORTH, N, S



Q-298

Proof - 1890/02/20

ERD - 1890/05/26

LRD - 1895/07/23

Indicia - blank, NORTH, SOUTH,
N, S



Q-297

Proof - 1895/04/30

ERD - 1895/05/29

LRD - 1912/02/21

Indicia - blank, N, S, D

Canadian Pacific Railway

Drummondville & Sutton

In 1912, the St. Guillaume-Sutton run was replaced by the Drummondville-Sutton run, which operated via Acton Vale, Waterloo and Foster, and ended in 1954.



Q-15

Proof - 1912/04/10

ERD - 1912/06/13

LRD - 1922/07/27

Indicia - N, S



Q-14

Proof - 1922/09/29

ERD - 1922/07/24

LRD - 1939/05/16

Indicia - N, S



Q-302

Proof - 1939/06/21

ERD - 1939/08/02

LRD - 1954/04/12

Indicia - 253, 254, 255, 258, 261

SUTTON, KNOWLTON, FOSTER AND DRUMMONDVILLE											
VIA ENLAUGRA											
READ DOWN			Mls.	TABLE 30				READ UP			
	253	251		Eastern Time				252	254		
	A.M.	A.M.		(See Table 29)				A.M.	P.M.		
	19.25			Lv. MONTREAL (Win. St.) (C)							
	12.10	17.40		Lv. SUTTON				11.15	18.30		
			0.0	Enlaugra							
	12.50	18.20	3.6	Brome				10.30	18.05		
	3.20	8.40	6.8	Knowlton				10.05	7.55		
	13.23	18.43	7.6	Conference				19.45	17.45		
	13.25	18.44	8.1	Bancroft					17.42		
	13.40	19.00	12.1	Ar. FOSTER				19.35	17.35		
	14.30			Lv. MONTREAL, Win. St. (C) Ar via Fulford (see Table 29)				12.25	17.05		
				Lv. FOSTER				19.02	14.15		
	17.35	19.45	12.1	Waterloo				8.44	4.00		
	7.55	10.07	16.4	Warden				8.31	3.48		
	8.05	10.24	18.9	Cleary's				18.13	3.35		
	18.13	10.44	23.9	South Roxton				7.55	3.20		
	8.28	11.03	28.8	Roxton Falls				7.22	3.00		
	8.48	11.33	35.6	Acton Vale				6.59	2.40		
	9.05	11.58	41.6	Wickham				6.31	2.15		
	9.20	12.30	50.2	Tourville				16.11	12.00		
	19.30	12.48	55.4	Ar. DRUMMONDVILLE (C)				16.00	11.50		
	19.50	11.20	59.2								
	P.M.	P.M.						A.M.	P.M.		

C.P.R. Public Timetable - 1918

Updates

Peter McCarthy provides us with more details for **RR-148, hammer I**, SHEFFORD RY. / M.C. He reported a 3¢ Small Queen cover with the earliest date several years ago and notes that we failed to mention that unlike hammer II, hammer I has no hyphen between SHEFFORD and RY.. Also missed in our study (Page 2050) was the “E” direction indicium for hammer I.



The cover and enclosed letter are owned by the daughters of the addressee, Mack (Malcolm) Lawrence at West Shefford and are illustrated in “The Story of West Shefford (Bromont), Quebec” by one of the daughters, Winona Lawrence Matthews.

RR-148 H-I

Unfortunately we only have low resolution photo copies of the cover and letter and they would not reproduce well enough to show here.

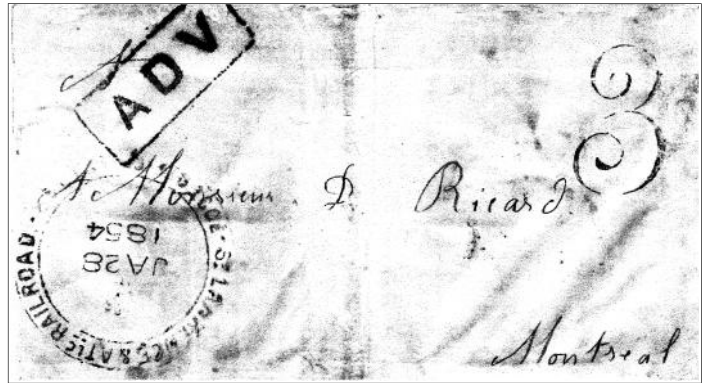
Bill Robinson sent us a photo copy of a 3¢ Small Queen cover cancelled with **RR-148, hammer II**, dated August 31, 1889, with blank direction indicium. This is a **new early date** for the second hammer.

Brian Stalker reports a **new early date**, November 7, 1913, for **hammer I** of **Q-316**, WATERLOO & MONTREAL R.P.O. / . **Jim Felton** reports a **new late date**, October 13, 1925, for **hammer II**. (See page 2051).

Peter McCarthy updates our study of **Q-300** STANSTEAD, SHEFFORD & CHAMBLY RAILROAD / N^o (Pages 2049-2050) with reports of a **late date** of 1865/02/04 for **hammer 1** and an **early date** of 1863/10/15 for **hammer 2**.

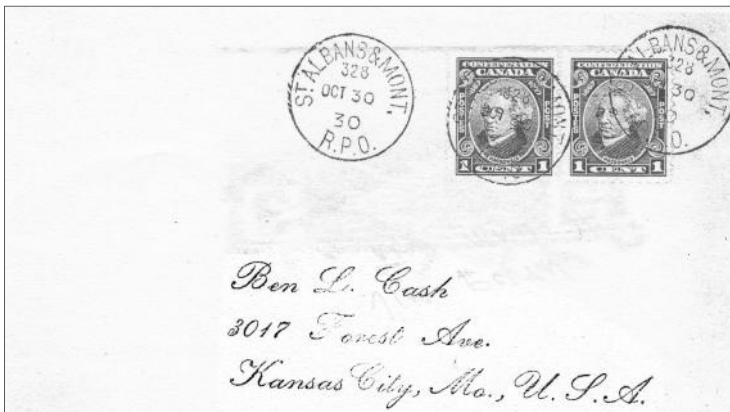


RR-143



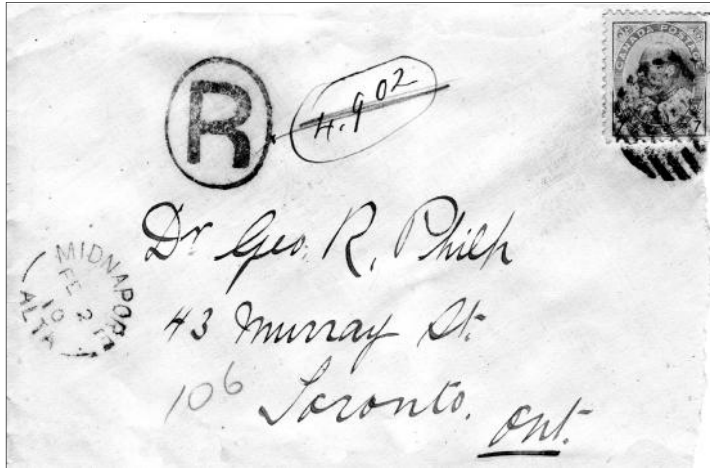
In the November-December, 2007 newsletter, we studied the two early postmarks, RR-143 and RR-142, used on the St. Lawrence & Atlantic Railroad and **Peter McCarthy** discussed the background of the Nicolls correspondence.

Bill Robinson shares this very important stampless folded letter dated January 28, 1854, from his collection. It is the **latest reported example** of Canada's first R.P.O. cancellation, **RR-143**, ST. LAWRENCE & ATLANTIC RAILROAD / POST OFFICE LETTER. Also notable is the fact that this is the only example of this rare postmark not found on the Nicolls correspondence.

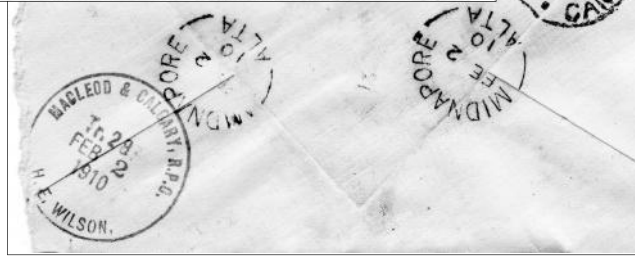


On page 2054 we studied the Montreal & St. Albans cancellations. **Jim Felton** shows us his lovely favour cover to Ben Cash, an American R.P.O. clerk, with a previously **unreported train 328** for **Q-266**, ST. ALBANS & MONT. / R.P.O.

New Reports

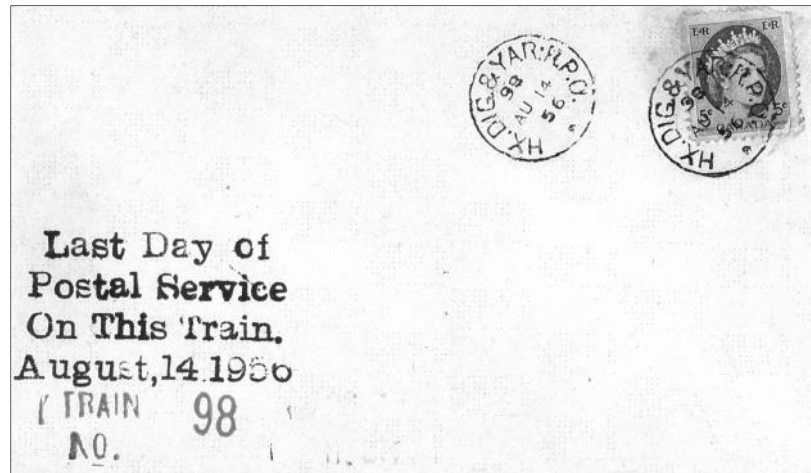


Ross Gray reports a previously unknown private clerk handstamp, MACLEOD & CALGARY, R.P.O. / H. E. WILSON, Tr. 28, FEB 2, 1910, struck in blue as a transit marking on a registered cover which originated at Midnapore, Alberta and was addressed to Toronto.



Doug Lingard sends us this report of a **new late date** for **MA-105, Hammer I, HX. DIG. & YAR** : R.P.O. / ., 98, AU 14, 56 on an unaddressed favour cover. The rubber stamp cachet is incorrect; this was not the last day of Halifax-Digby-Yarmouth R.P.O. service or even train 98.

We showed a similar cover cancelled with hammer IX of MA-106 dated the same day on page 1817 and had a follow up on page 1827. **Bill Robinson** noted that hammer XI of MA-106 was used as late as 1959/03/05 on train 98.



MA-105 H-I

Secretary's Report from Chris Anstead

This years BNAPEX convention is in Halifax from August 29-31. The Study Group will meet on Saturday at 3:30. Hope to see you there.

On a personal note, this newsletter brings back fond memories of my time working in Highwater during 1965 and 1966. By then, passenger rail service had disappeared and the trip to Montreal took 7 hours by bus with service once a week. There was no way to get back.

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