

In this issue, we examine the early railway post office postmarks used in Nova Scotia. Also there are a number of new reports, a short article from Bob Lane about an interesting bisect on a post card and a report of the Study group meeting at BNAPEX-2008 held in Halifax on August 30.

Early Railways in Nova Scotia

In 1854, the **Nova Scotia Government Railway** was organised to build from Halifax to three locations; (1) the New Brunswick border, (2) Pictou Harbour and (3) Victoria Beach in the Annapolis Valley near Digby. In 1858, the line was completed from Halifax to Truro, as well as a branch line to Windsor from Windsor Junction.

The extension of the line from Truro to Pictou Landing was finished in June, 1867, just prior to Confederation.

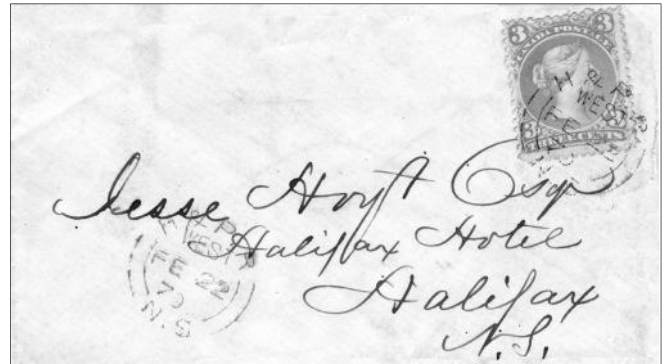
After Confederation, the **Intercolonial Railway** was undertaken by the Dominion Government to link the Maritime provinces with Quebec and Ontario. It absorbed the **Nova Scotia Government Railway**, as well as the New Brunswick government owned **European and North American Railway**, between St. John and Shediac.

In 1869, the I.C.Ry. completed a 37 mile section in New Brunswick between Painsec Junction, on the E. & N. A. Ry. and the Nova Scotia boundary. The remaining 56 miles from the boundary to Truro, via Amherst, were finished in 1872.

Intercolonial Railway - Halifax & Pictou (Landing)

The first postmark used between Halifax and Pictou Landing is known from November 5, 1869 until September 1, 1873, with EAST or WEST direction indicators. A ferry service transported people and goods to Pictou, which would not have a railway until November, 1887.

RR-79
Proof - unknown
ERD - 1869/11/05
LRD - 1873/09/01
Indicia - EAST, WEST



The Halifax receiving backstamp is dated the same day.

Intercolonial Railway

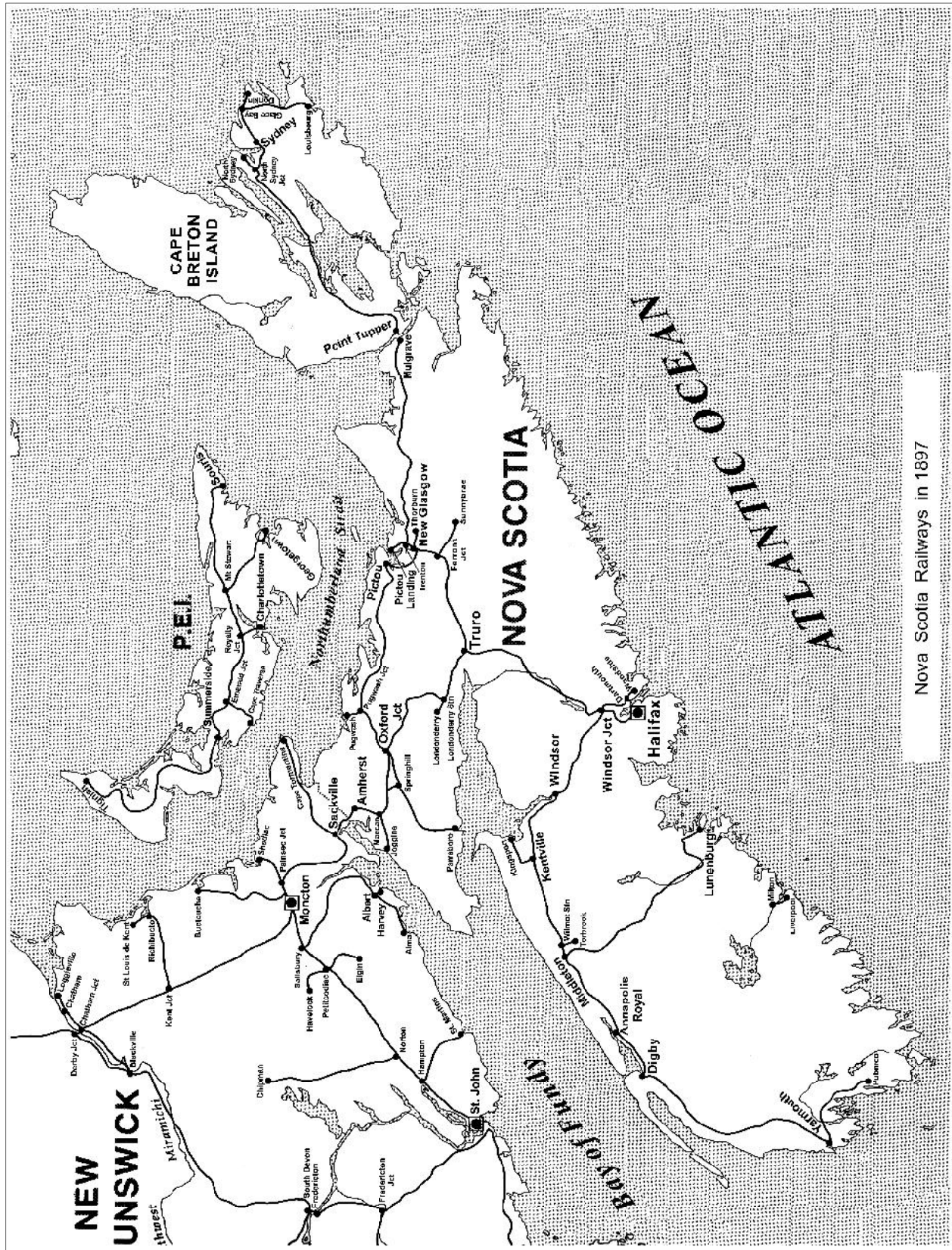
The next postmark used was the first to name the railway but did not indicate the terminals and may have been used in New Brunswick as well.



RR-88
Proof - unknown
ERD - 1871/02/27
LRD - 1874/09/06
Indicia - EAST, WEST

There are no transit or receiving backstamps.

Nova Scotia Railways



Nova Scotia Railways in 1897

Intercolonial Railway - Nova Scotia

Two hammers have been identified for the next postmark, which included the province with the railway name but not the terminals.



RR-89, H-I
Proof - unknown
ERD - 1872/11/27
LRD - 1872/11/30
Indicia - WEST

There are no transit or receiving backstamps.

RR-89, H-II
Proof - unknown
ERD - 1874/11/21
LRD - 1874/11/21
Indicia - EAST

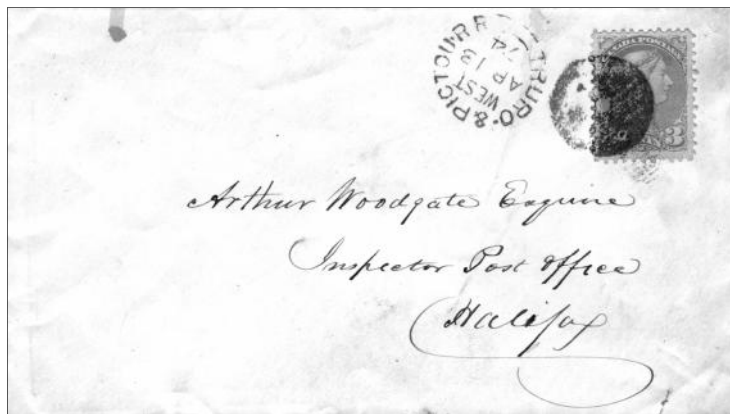


There is a faint backstamp which appears to be
GREENVILLE STATION, N.S., NO 21,74.



The chordal measurements to differentiate these two hammers are available from the editor and are included in his book, "Railway Postmarks of the Maritimes".

Intercolonial Railway - Truro & Pictou (Landing)



This postmark was the first to name the terminals of the run between Truro and Pictou Landing.



MA-249
Proof - unknown
ERD - 1873/12/05
LRD - 1879/01/25
Indicia - EAST, WEST

The Halifax receiving backstamp is dated the same day

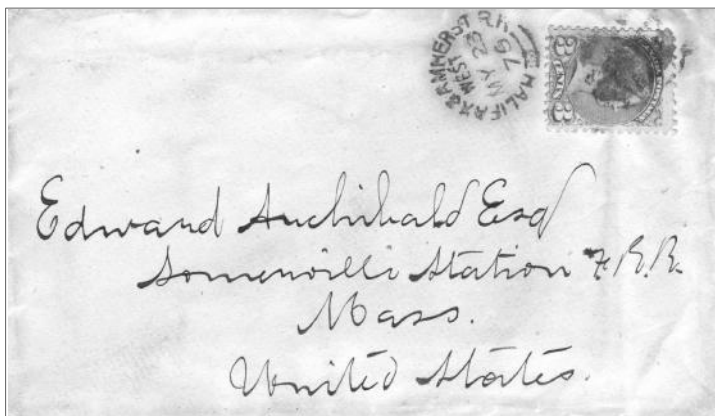
Intercolonial Railway - Halifax & Amherst

This postmark was the first to name the terminals of the run between Halifax and Amherst, near the New Brunswick border. It was later replaced by a cancellation (MA-2) with the terminal names reversed.

MA-60
Proof - unknown
ERD - 1874/10/29
LRD - 1876/09/06
Indicia - blank, WEST

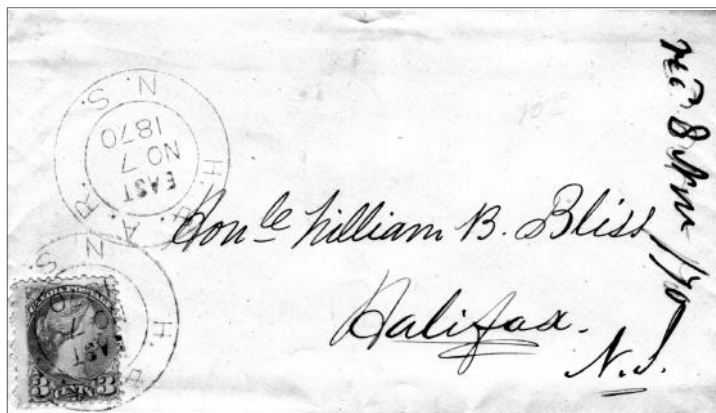


There are no other postmarks on the cover.



Windsor & Annapolis Railway - Halifax & Annapolis

The **Windsor & Annapolis Railway** was incorporated in 1866 to build from Windsor, the terminus of the **Windsor Branch** of the **Nova Scotia Government Railway**, to Annapolis, a distance of 83.5 miles. In 1869, it was opened for traffic and in 1871, running rights were granted over the Intercolonial Railway line between Windsor and Halifax. The postmark evidence seems to indicate an earlier arrangement.



RR-78
Proof - unknown
ERD - 1870/09/03
LRD - 1881/04/20
Indicia - EAST, WEST

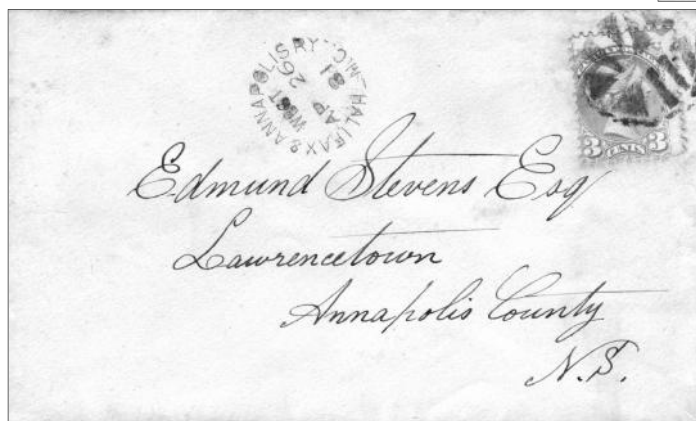
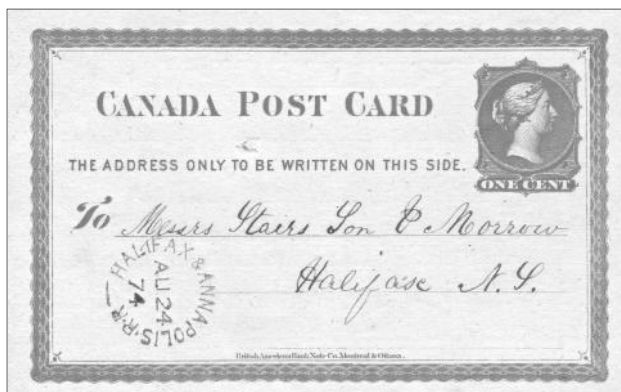
The Halifax receiving backstamp is dated the same day.

Only two examples of the second postmark used on the Windsor & Annapolis Railway have been reported.

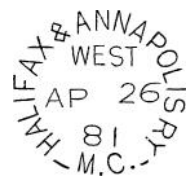
MA-62Z
Proof - unknown
ERD - 1874/08/24
LRD - 1875/06/24
Indicia - blank



There are no other postmarks on the card.



This cancellation replaced the well used RR-78. Chordal measurements are available to separate the two hammers.



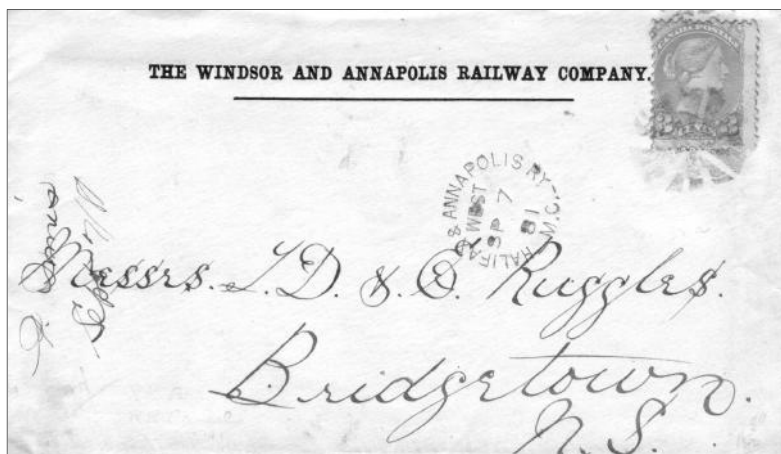
MA-63, H-I
Proof - 1881/02/25
ERD - 1881/03/05
LRD - 1882/12/18
Indicia - EAST, WEST, blank

The Lawrencetown receiving backstamp is dated the same day.

MA-63, H-II
Proof - 1881/02/25
ERD - 1881/05/20
LRD - 1882/12/29
Indicia - EAST, WEST, blank



The enclosed letter is from the railway's General Manager, Mr. Innes at Kentville. It states concern over payment for some oak supplied by a Mr. Nixon. The Bridgetown receiving backstamp verifies arrival the same day.



Intercolonial Railway - St. John & Amherst

The first postmark for the St. John, New Brunswick and Amherst, Nova Scotia run had Amherst misspelled.

MA-193
 Proof - unknown
 ERD - 1874/01/12
 LRD - 1875/11/27
 Indicia - EAST, WEST



There is a SHEDIAC, N.B., DE 1, 1874 transit backstamp and a SUMMERSIDE, P.E.I., DE 2, 74 receiving backstamp.

The second cancellation for the run used the correct spelling of Amherst.



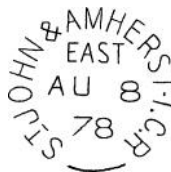
MA-194
 Proof - 1876/01/??
 ERD - 1876/01/27
 LRD - 1892/02/26
 Indicia - EAST, WEST, blank



The St. John receiving backstamp is dated the same day.

Chordal measurements to differentiate the two hammers of the next postmark are available although there is no evidence to indicate that use of the two hammers overlapped.

MA-195, H-I
 Proof - 1877/10/27
 ERD - 1877/11/28
 LRD - 1879/02/11
 Indicia - EAST, WEST

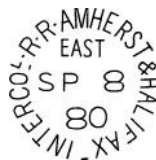


MA-195, H-II
 Proof - 1880/01/02
 ERD - 1882/04/10
 LRD - 1882/07/21
 Indicia - EAST, WEST

Intercolonial Railway - Amherst & Halifax

The Amherst-Halifax run began in 1874, using MA-60, which had the terminal names reversed, as shown on page 2080.

MA-2
 Proof - 1877/08/03
 ERD - 1877/09/19
 LRD - 1881/11/11
 Indicia - EAST



This post card from Truro has a Halifax receiving backstamp dated the same day.

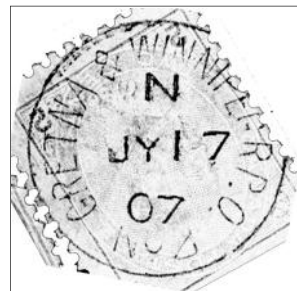


New Reports

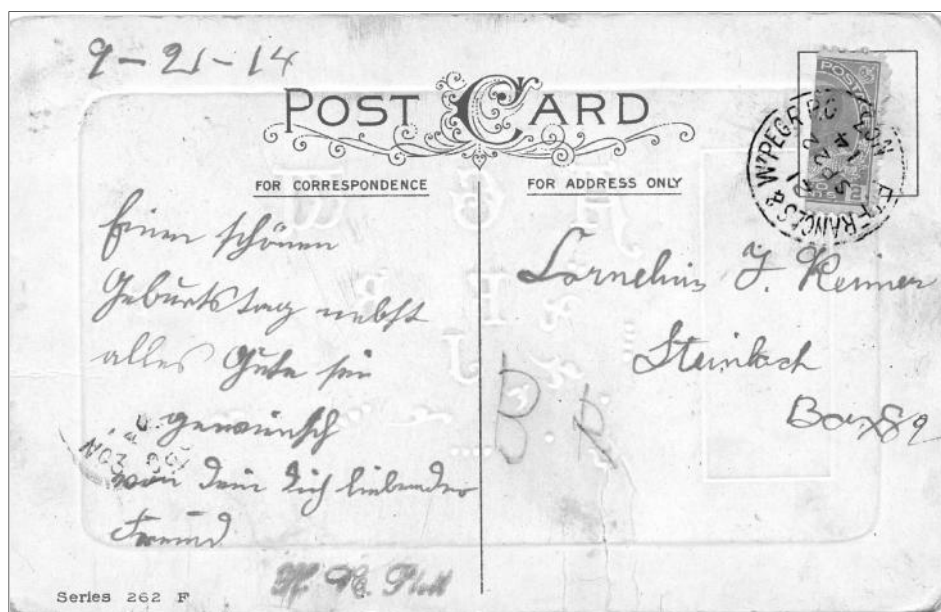


W-53, H-1b

Bob Lane reports a new **early date** for **hammer 1b** of **W-53**, GRETTNA & WINNIPEG R.P.O. / N^o 1, JUL 16, 06 and a new **early date** for **hammer 2** of **W-53**, GRETTNA & WINNIPEG R.P.O. / N^o 2, N, JY 17, 07.



W-53, H-2



O-71, H-3a

RPO Postmark on Bisect by Bob Lane

The birthday postcard shown above contains an unusual example of an R.P.O. postmark tying a bisected 2-cent Admiral to the card. The run was the westbound train between Ft. Frances, Ontario and Winnipeg, Manitoba (**O-71**, FT. FRANCES & W'PEG. R.P.O. / N^o 3).

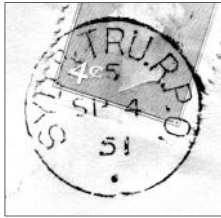
The postmark is dated September 22, 1914; so this would be hammer 3a (1908 to 1926). The train number 21 has not been reported previously. The card appears to have been written on the previous day but was first processed aboard the R.P.O.. The writer and the addressee both have family names linked to Steinbach, Manitoba but there is nothing else to say about that history.

This was not a legitimate use of a bisected stamp, nor does it seem to be philatelic, although that is a possibility. Anyone who can translate the message might find a clue to that.

In any event, it seems to me that a bisect is more likely to be processed unchallenged on an R.P.O. than otherwise. Postal clerks in a town would more likely have sent it postage due, or rejected it if it were hand-delivered to the post office. So, why don't we see more examples of RPO postmarks on bisects?

This also raises a question about postage dues on mail processed first on an RPO. I have several examples of cards and covers that went through stamp-less but received the RPO postmark. Do any readers have information on this subject?

New Reports



MA-243

On a 4¢ cover from Iona, NS to Woodstock, ON we find a new **early date** for the only hammer of **MA-243**, SYD & TRU. R.P.O. / ., 5, SP 4, 51.



O-391, H-4

On a commercial 4¢ cover to Norwich, Ontario is a new **late date** for hammer 4 of **O-391**, TORONTO & OWEN SOUND R.P.O. / NQ 4, 707, AU 3, 51.



W-3

On a picture post card view of Vancouver addressed to Covington, Kentucky, we find this early dated **W-3**, BLAINE & VANCOUVER R.P.O. / ., E, MY 22, 08. This is the first report of an E direction indicator.

On a picture post card view of Port Elgin, ON, addressed to Detroit, is the second reported example of **O-273A**, PALMERSTON & SOUTHAMPTON - RY.P.O. / ., S, MR 12, 14. This is new **early date** for this rare cancellation which was proof struck on February 2, 1914. Previously, the only reported date of use was November 13, 1914, indicium unknown.

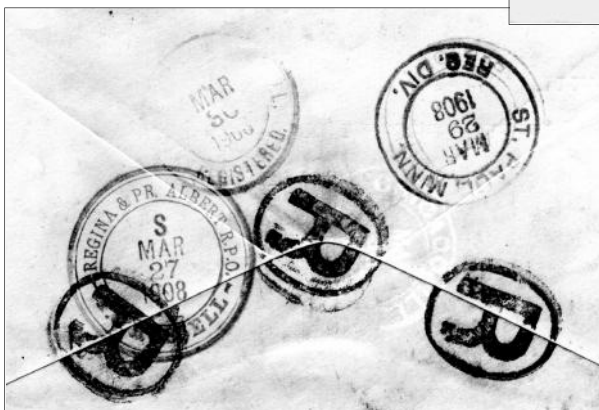


O-273A

This registered cover, addressed to Chicago, originated at Hague, Saskatchewan, located on the Canadian Northern Railway line between Saskatoon and Prince Albert, on March 26, 1908. The following day it was transferred to the southbound Regina & Prince Albert R.P.O., where the clerk backstamped it in green with his private handstamp, REGINA & PR. ALBERT R.P.O. / - T. C. RUSSELL - , S, MAR 27, 1908.



unlisted



| REGINA, SASKATOON, PRINCE ALBERT | | | | | | | | | |
|----------------------------------|-------|---------|-------|-------------------------|----|---------|---------|---------|------|
| 5 | 77 | 7 | Miles | TABLE 186 | | 8 | 78 | 6 | |
| A.M. | P.M. | P.M. | | (Mountain Time) | | A.M. | A.M. | P.M. | |
| * 11.15 | | * 11.55 | 0.0 | Regina (Union Dep) | Ar | * 6.25 | | * 6.20 | |
| * 5.55 | | * 6.15 | 160.0 | Saskatoon..... | Lv | * 11.50 | | * 12.00 | |
| * 6.30 | P.M. | | | Clark's Crossing..... | f | * 4.30 | f 11.30 | * 11.30 | A.M. |
| | | | | Warman..... | f | 4.20 | f 11.20 | | |
| | | | | Oster..... | f | 4.11 | f 11.08 | | |
| | | | | Hague..... | f | 3.51 | f 10.44 | | |
| | | | | Arma..... | f | 3.27 | f 10.18 | | |
| | | | | Rosthern..... | f | 3.15 | f 10.03 | | |
| | | | | Leckford..... | f | 3.04 | f 9.51 | | |
| | | | | Duck Lake..... | f | 2.29 | f 9.29 | | |
| | | | | Roddick..... | f | 2.11 | f 8.48 | | |
| | | | | Macdowall..... | f | 2.11 | f 8.48 | | |
| | | | | Clouston..... | f | 1.50 | f 8.25 | | |
| | | | | Prince Albert..... | f | 1.50 | f 8.25 | | |
| | | | | E. Pr. Albert, Sask. Lr | Ar | 10.05 | A.M. | | |
| | P.M. | A.M. | | | | | | | |

Canadian National Railways Public Timetable - 1924

New Reports

A transit backstamp of **O-378**, TOR. & NIA. FALLS R.P.O. / . , 601, DE 13, 27 on a registered cover addressed to Toronto, from Oakville, Ontario has a previously unreported train number, 601. This is probably an error for train 106.



O-378



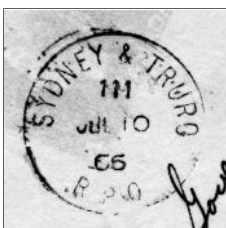
O-369, H-1b

On a registered cover from Parkdale, Ontario to Montreal, this transit backstamp of **hammer 1b** of **O-369**, TOR. & MONT. G.T.R. / N° 1 , 8, AP 10, 08 is the first report of train 8 for this hammer

Another transit backstamp, **O-356L**, TOR. LOND. & WIND. / R.P.O. , 14, XII 25, 58, on a registered cover from Sarnia to Toronto, shows us a new train number and early date for this postmark, which was proof struck on October 2, 1958. Interesting that the mails moved on Christmas Day, even in 1958.



O-356L



MA-241, H-XV

Cancelling a 4¢ postal stationery card from Sydney to Ottawa is this strike of **MA-241, Hammer XV**, SYDNEY & TRURO / R.P.O., 111, JUL 10, 66. This is a **new late date** and **train number** for the hammer.

On a picture post card addressed to West Somerville, Mass., with a Boston transit handstamp, we have a **new late date** for both the listing and **hammer II** of **MA-137**, HALIFAX & YARMOUTH / M.C. , W, JY 30, 06. Previously the LRD for Hammer II was March 29, 1902. Hammer I is known until December 30, 1904.



MA-137 H-II



Q-95 H-6

Ross Gray reports this new late date for **hammer X** of **MA-44**, CH'TOWN & SACKVILLE - R.P.O. / . , 39, JUL 31, 52 on a 4¢ stationery envelope to Toronto.



MA-44 H-X

Peter McCarthy submits this new **late date** for both hammer 6 and listing **Q-95**, MON & ISLD. PD. GRAND TR'K R'WAY / No. 6, A, UP, FEB 19, 1861. It is on a cover addressed to Montreal with a split ring, Montreal receiving backstamp, dated the same day.

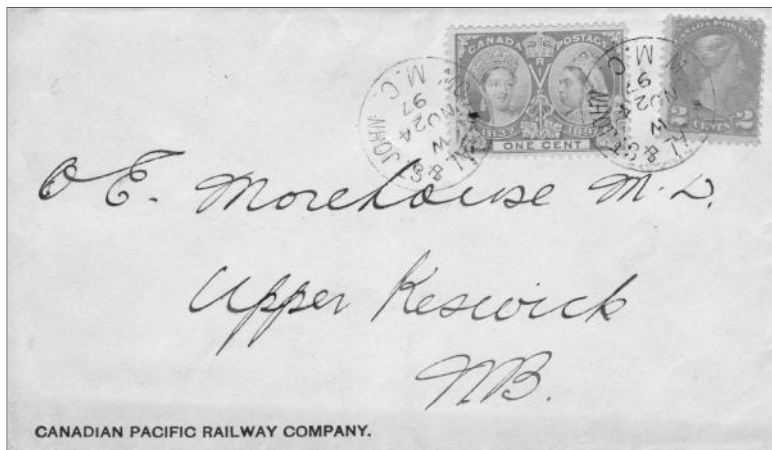
New Reports



Ross Gray reports a new early date and train number for **MA-239**, SYDNEY & TRURO, R.P.O., 7, MAY 29, (47), which is struck in violet on a favour cover to Ithaca, NY.

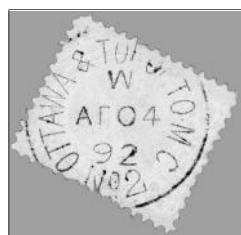
Although this rubber hammer was proof struck on January 13, 1919, it appears in new condition. I have another example dated May 27, also without a year date, on a facing slip without any other cancellation. I suspect that it was also stamped in 1947.

The R.P.O. clerks had fun with this cover. On the front, there are **MA-241, H-IX**, 7, MY 22, 47, **MA-241, H-IX**, 8, MY 23, 47, **MA-241, H-V**, 8, MY 29, 47 and on the back, a poorly struck **MA-241, H-III**, 6, MY 26, 47.



Ross Gray reports a new early date for **hammer II** of **Q-137**, MONTREAL & ST JOHN / M.C., W, NO 24, 97 (*See page 2020*) on an attractive combination 1¢ Jubilee and 2¢ Small Queen Canadian Pacific Railway cover to Upper Keswick, NB.

Q-137 H-II



O-261 H-2

This strike of **O-261**, OTTAWA & TORONTO M.C. / N^o 2, W, AP 04, 92, on a 3¢ Small Queen, is a new early date for the listing and hammer. (*There may be only one hammer for this listing.*) The proof date is November 6, 1891.

On another 3¢ Small Queen, we find a new early date for both the listing and **hammer I** of **O-424**, WALKERVILLE & LEAMINGTON / M.C., NORTH, NO 18, (9)1. This hammer was proof struck on June 2, 1890.



O-424 H-I



O-122

On a greeting card addressed from Mildmay to Waterloo, Ontario, we find one of the most interesting indicia varieties that I can recall. The cancellation is **O-122**, HARRISBURG & SOUTHAMPTON / R.P.O., T2N, 61 JUN, S'LL. The writer of the card identifies the location as Mildmay, several stations south of Southampton, dates the message, May 17, 1911 and she apologises to her sister that it was written in a hurry. Therefore, it is likely that the card was posted to the southbound train on May 17. The clerk must have been badly disoriented to have made so many errors.

Report of the Study Group Meeting in Halifax

TO: Chairman Bill Robinson

FROM: Vice-Chairman Bob Lane

Meeting of the BNAPS RPO Study Group, BNAPEX 2008, Aug. 30, 2008-08-30

1. Election of Vice-Chairman. Moved by Chris Anstead, Bob Lane elected.
2. Agenda approved.
3. Chairman Bill Robinson, Secretary-Treasurer Chris Anstead, and Editor Ross Gray were unanimously re-confirmed in their respective offices.
4. Secretary made his report. New members introduced.
5. Treasurer made his report. Full report will be completed at year end, and published in the Newsletter. Moved that dues be confirmed as CAD10 for Canadian members, USD13 for US members, and GBP 7 for UK members. Approved.
6. Status of the revised catalogue. Chris indicated his intentions of bringing draft material were disrupted by personal issues. Condolences expressed re the passing of his mother. Several members expressed concern about lack of progress. Some members described work they were doing re a new catalogue but it was evident that members had had no chance to have input to the project. Brian Stalker proposed a small working group. Discussion. Motion to form a group of Stalker, McCarthy, Lane, Gray and Anstead to produce a satisfactory new catalogue within a year. Approved. Suggested that Ross Gray be approached by McCarthy to act as chairman of this group. *(Ross Gray has agreed to act as chairman the group.)*
7. Agreed that Gray be asked to include these Minutes in the Newsletter. Also a photo of the attendees.
8. Anstead provided a draft of the RPO section for the new BNAPS Handbook. Accepted.
9. Promotion of RPO collecting not discussed as time ran out.
10. Discussed that Steamship marks be removed from the new catalogue and included in Topping's book.
11. Meeting adjourned.



Peter McCarthy, London, ON, **Bill Topping**, Vancouver, BC, **Elwood (Woody) Poore**, Gainsville, TX, **Bob Lane**, St. Albert, AB, **Chris Anstead**, McDonald's Corners, ON, **Ralph S. Poore**, Arlington, TX, **Colin Lewis**, Swansea, Wales, **Sean Weatherup**, Lower Sackville, NS, seated, **Brian Stalker**, Eastbourne, England, missing from photo, **Don Fraser**, Winnipeg, MB

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