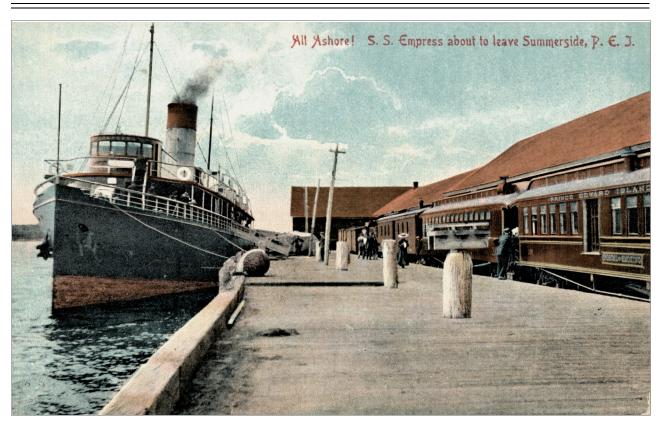
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Summerside, P.E.I. circa 1910

In this issue we consider where the vaguely worded listing, RY-144, P. E. ISLAND / M.C., was used. Was it a waterway postmark or a railway postmark? Included in the article are **two new hammers** just discovered by the editor, bringing the total to eight.

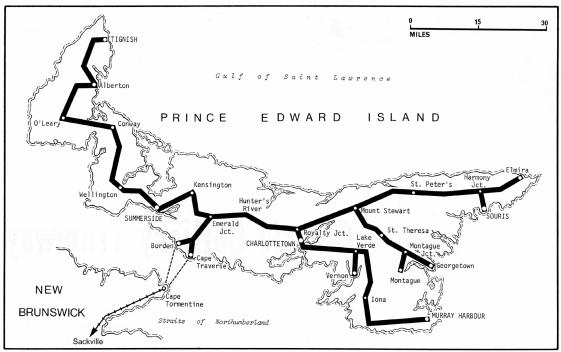
The **Port Dover & Lake Huron Railway** operated under its original name for only eight years but saw the use of almost as many different cancellations. The eight postmarks including one only known from its proof strike are shown in an article by Ross Gray.



Burgessville, Ontario circa 1910

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	B3 10 Bf3 20 Bf3 29 B3 46 B3 52 Bf4 20 Bf4 23 Bf4 43 Bf4 57 B5 123 B6 5 23 B6 5 23 B6 5 66 B6 6 66	C3 10 Cf3 17 Cf3 27 C3 34 C3 38 Cf4 08 C4 15 C4 25 C4 25 C4 36 C4 451 C4 57 C5 14 C6 57	0. 1.68.7 5.1 7.48.9 16.9 17.0 15.3 18.3 16.6 20.8 23.0 25.8 27.8 81.7	V	RLOT' South Bunb Iount H Hazelb Iount H Hazelb Iount H Hazelb Iount H Hermi ernon Uig Grand Fodh Surr Melv Melv	TETOV port ury lerbert. rook lbion liew Loop) iew erde tage River g View la ey		C9 25 Cf9 17 Cf9 17 C9 07 C9 01 C8 57 Cf8 38 C8 33 Cf8 28 C8 21 Cf8 15 C8 11 C8 00 C7 53 C7 45 C7 39 C7 28	B9 35 Bf9 26 Bf9 18 B9 13 B9 04 B8 58 Bf8 32 B8 25 Bf8 19 B8 09 Bf8 01 B7 56 B7 42 B7 32 B7 32 B7 14	
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Where Was RY-144, P.E. ISLAND / M.C. Used?



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Intercolonial Railway Timetable -1911

Where Was RY-144, P.E. ISLAND / M.C. Used?

When the current catalogue was prepared, I believed that listing RY-144, P. E. ISLAND / M.C. was used on waterway travelling post offices operating on the ferries between Prince Edward Island and the mainland. Recently I acquired two registered covers which originated in Alberton, P.E.I in 1891 and 1892 and were addressed to Charlottetown. Both covers had a RY-144 transit backstamp, which showed that in two cases, RY-144 was used on the **Charlottetown & Tignish R.P.O.**

To my surprise these two backstamps turned out to be two new, previously unrecognized hammers for the listing, RY-144.07 and RY-144.08.





RY-144.07, blank, JY 2, 92



RY-144.08, blank, NO 9, 91



I reviewed other cards and covers in my collection and found **RY-144.05**, JA 9, 96, cancelling a 1¢ post card from Emerald Junction to Summerside and **RY-144.05**, JY 28, 97, cancelling a 1¢ post card from Summerside to St. Louis, PEI. These two examples would support use on the **Charlottetown & Tignish R.P.O.**

A 2¢ Numeral cover with a Morell, PEI corner card and cancelled with **RY-144.05**, SP 7, 01, would support use on the **Charlottetown & Souris R.P.O.**

Since the above described 5 cards and covers did not leave the island, their use on an R.P.O. is assured. All other items with an RY-144 postmark in my collection were addressed to the mainland so could possibly have been used on a ferry, although I doubt it.

It should also be noted that there is a time gap between MT-59, P. E. I. R. R - C & S / N^{Ω} # which was used between 1875 and 1880 and MT-60, CH'TOWN & SOURIS / M.C. which was used from 1895. Use of RY-144 on the Charlottetown & Souris R.P.O. would help explain that gap.

Readers are requested to examine their examples of this listing in light of this article and report any further verifiable R.P.O. use. My belief is that RY-144 was mostly, if not entirely, used on trains and not boats.

																				181	P. NO 9 D	10.N	RY-144.08	
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J.	Hammer	RY-144.01	RY-144.02	RY-144.03	RY-144.04	RY-144.05	RY-144.06	RY-144.07	RY-144.08	Hammer	RY-144.0]	RY-144.02	RY-144.03	RY-144.04	RY-144.05	RY-144.06	RY-144.07	RY-144.08			>. ^L	<u>څ</u> ر	, RY-	
O.	Ha	RY											181	D. FE16 D	(%) (%)	RY-144.02								
																				_	10			

RY-144 Hammer Data

In 1875, the **Port Dover & Lake Huron Railway** was completed between Port Dover and Woodstock, via Simcoe. The following year, it was extended to Stratford, a total distance of 62 miles. In 1877, the **Port Dover and Lake Huron Railway** was leased by the **Stratford and Huron Railway**. Construction from Stratford to Listowel (43 miles) was completed in December of that year, followed by further construction to Palmerston shortly after. The two companies amalgamated in 1879.

In 1881, the **Port Dover & Lake Huron Railway** and the **Stratford & Huron Railway**, both amalgamated with the **Georgian Bay & Wellington Railway**.

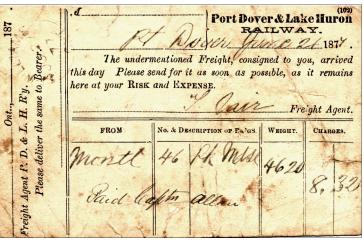
The entire system was then absorbed into the **Grand Trunk Railway**, under the title of the **Georgian Bay & Lake Erie Railway**, which completed the Palmerston to Durham line of the **G. B. & W. Ry** and extended the railway from Listowel to Wiarton in 1882. (See January-February, 2005 newsletter)

In 1889, the 17 mile long **South Norfolk Railway**, between Port Rowan and Simcoe was added and in 1894, a branch from Park Head to Owen Sound was completed.

Wiarton Parkhead ONTARI Harriston Palmerston To Clinton Stratfor Tavistock Dundas St. Mary's Hagersvil Simco Port Dover Port Rowan

For a relatively minor railway, the Port Dover & Lake Huron Railway had a remarkable number of different postmarks over a period of only eight years while it operated under that name. Not surprisingly all are very scarce to rare.





The earliest cancellation is shown here on a company post card from Port Dover to St. Williams advising the recipient that 46 packages have arrived from Captain Allan and are waiting to be picked up.

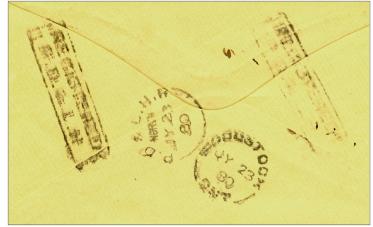
Page 2343



RY-133

Proof date - 1876/04/12 ERD - 1876/07/18 LRD - 1877/10/25 Indicia - blank

Ball + Ball
Barrister.
Wordstock
Ow-



RY-134 REGISTERED

P.D.& L.H

Proof - unknown

ERD - 1876/08/31 LRD - 1880/07/23

© NORTH 7. 0 JY 23 D 80 / RY-135

Proof - 1877/11/03 ERD - 1877/11/04

LRD - 1881/11/29 Indicia - NORTH, SOUTH

This cover originated at Port Dover on July 23, 1880 where it was transferred to the northbound Port Dover and Lake Huron R.P.O., arriving in Woodstock the same day. July 23, 1880 is a new **late date** for RY-134.

The next cover was addressed to Hamilton, originated at PORT DOVER, ONT, SP 3, 80, and is cancelled with the same segmented cork as the above cover.

It was placed on board the northbound railway mail car and backstamped with the circular date stamp, RY-136, the third to have been used on the line and the rectangular boxed registration postmark, RY-137, the first of two used on the line.

It was probably sorted into a closed bag for Hamilton and travelled as far north as Woodstock where it was transferred to a Great Western eastbound train to complete its journey. It arrived in Hamilton the following day and received a Hamilton oval registered postmark.







RY-136 Proof - 1879/02/12 ERD - 1879/06/20 LRD - 1887/03/19 Indicia - NORTH, SOUTH



RY-137 Proof - unknown ERD - 1880/09/03 LRD - 1880/11/11



We are left to wonder why another boxed registration hammer was ordered. It has not been recorded used. Perhaps it was lost or the earlier produced (1878/07/??) RY-139 was located before its arrival and used instead.

REGISTERED P.D.& L.H.RY. RY- 138 Proof - 1881/03/?? No recorded use



This registered cover, addressed to OTTERVILLE, ONT. (South Norwich Township, Oxford County) originated at BRANTFORD, ONT., PM, JU 7, 84 (Friday). It was placed aboard the west-bound (RY-71) G.W.R. / MAIL LINE railway post office on Monday, June 9 and at WOODSTOCK, ONT., was transferred to the southbound Port Dover & Lake Huron R.P.O. where it received RY-139 and RY-140 transit backstamps. It was "not called for" by the addressee at Otterville and was therefore sent to the Dead Letter Office and then returned to the sender.



RY-139 Proof - 1878/07/?? ERD - 1881/09/13 LRD - 1885/11/06 RY-140 Proof - 1881/03/05 ERD -1883/09/07 LRD - 1884/06/10 Indicia - SOUTH



New Reports



Ross Gray found the first example of train number 1 for both the listing and the hammer, WT-228.03, EDMONTON & WEMBLEY · R.P.O. / 3 , 1, MY 27, 31 , on this "Ben Cash" (U.S. RPO clerk) favour cover.



Peter McCarthy reports a new late date for RY-118, MON. & CHAMP. JN. RWY., N, AU 20, 95, found as a transit backstamp. It was used on the Montreal & Champlain Junction Railway between Montreal & Dundee, Quebec.

This light transit backstamp of QC-294.12, MONT. & TOR. G. T. R^{\perp} / 12, 2.W, MR 26, 91, is both a new **early date** and the first report of train number indicium 2.W for the hammer. The cover originated at St. Denis de la Bouteillerie, Quebec and was addressed to London, Ontario. Reported by Ross Gray.





This transit backstamp on a 5 cent stampless mourning cover from Wales, Ontario to Ottawa is a new **early date** for the hammer, **ON-413.02**, OTTAWA & PRESCOTT RAILWAY / X , AP 17, 1867, NORTH. Reported by **Ross Gray**

Ross Gray reported this new **late date** for **WT-879**, C.P.R. WINNIPEG & GLENBORO / 1 , E, DE 29, 93 , on a 3ϕ Small Queen on piece.



Newsletter Editor, Catalogue Editor Ross Gray, 33 George Street East, Lindsay, ON, K9V 1W6

Phone 705 324-6020 e-mail oshrr@sympatico.ca

Secretary-Treasurer, Newsletter Mailer Chris Anstead, 3258 Elphin Maberly Road,

McDonald's Corners, ON, K0G 1M0

Phone 613 278-1428 e-mail acropolis@superaje.com