

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

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

Tignish and Summerside to Charlottetown

Mls.	STATIONS.	4	6	2		
		Express	Mixed	Mixed		
		A.M.	P.M.	P.M.		
0.	TIGNISH.....Dep	f5 00		f12 15		
4.7	DeBlois.....	f5 12		f12 34		
6.9	St.Louis.....	5 18		12 43		
9.2	Alma.....	f5 24		f12 53		
13.0	Alberton.....	5 34		1 09		
16.7	Elmsdale.....	5 44		1 25		
22.1	Bloomfield.....	5 59		1 47		
24.6	Duvar.....	f6 05		f1 57		
26.1	Howlan.....	f6 08		f2 03		
27.8	O'Leary.....	6 12		2 10		
31.1	Coleman.....	6 21		2 25		
36.7	Portage.....	f6 36		f2 48		
40.0	Conway.....	6 45		3 01		
44.4	Ellerslie.....	6 57		3 19		
46.1	Port Hill.....	7 01		3 26		
48.6	Northam.....	7 07		3 37		
51.5	Richmond.....	7 14		3 49		
56.2	Wellington.....	7 27		4 08		
62.8	Miscouche.....	7 45		4 35		
67.9	Summerside.....Arr	8 00		4 55		
		Mixed		Express		
67.9	Summerside.....Dep	f8 20	f2 15	f6 50		
72.2	New Annan.....	f8 36	f2 33	f7 00		
76.2	Kensington.....	8 51	2 49	7 12		
81.7	Freetown.....	9 15	3 11	7 26		
85.1	Emerald Jct.....	9 29	3 25	7 36		
87.5	Bradallbane.....	9 38		7 41		
89.5	Elliott's.....	f9 46		f7 46		
91.7	Fredericton.....	9 55		7 52		
96.2	Hunter River.....	10 13		8 05		
99.9	North Wiltshire.....	10 28		8 15		
102.7	Colville.....	f10 39		f8 22		
106.2	Milton.....	f10 52		f8 32		
110.8	Royalty Jct.....	11 10		8 45		
116.1	CHARLOTTETOWN.....Arr	11 30		9 00		
		A.M.	P.M.	P.M.		

READ DOWN

Murray Harbor Branch

READ UP

19	17		18	20
Mixed	Express		Express	Mixed
P.M.	P.M.	Mls.	A.M.	A.M.
B3 10	C3 10	0.	C9 25	B9 35
Bf3 20	Cf3 17	1.6	Cf9 17	Bf9 26
Bf3 29	Cf3 23	8.7	Cf9 11	Bf9 18
B3 36	C3 27	5.1	C9 07	B3 13
B3 46	C3 34	7.4	C9 01	B3 04
B3 52	C3 38	8.9	C8 57	B8 58
Bf4 20	Cf3 58	16.9	Cf8 38	Bf8 32
B4 26	C4 03	17.0	C8 33	B8 25
Bf4 33	Cf4 08	15.3	Cf8 28	Bf8 19
B4 43	C4 15	13.3	C8 21	B8 09
Bf4 51	Cf4 21	15.3	Cf8 15	Bf8 01
B4 57	C4 25	16.6	C8 11	B7 56
B5 12	C4 36	20.3	C8 00	B7 42
B5 23	C4 43	23.0	C7 53	B7 32
B5 34	C4 51	25.8	C7 45	B7 22
Bf5 42	Cf4 57	27.8	Cf7 39	Bf7 14
B5 57	C5 08	31.7	C7 25	B5 59
Bf6 06	Cf5 14	33.9	Cf7 22	Bf6 51
B6 16	C5 21	36.3	C7 15	B6 42
Bf6 22	Cf5 26	37.9	Cf7 10	Bf6 37
Bf6 30	Cf5 32	39.9	Cf7 04	Bf6 29
B6 45	C5 43	43.7	C6 53	B6 15
B7 00	C5 55	47.8	C6 40	B6 00
			A.M.	A.M.

READ DOWN

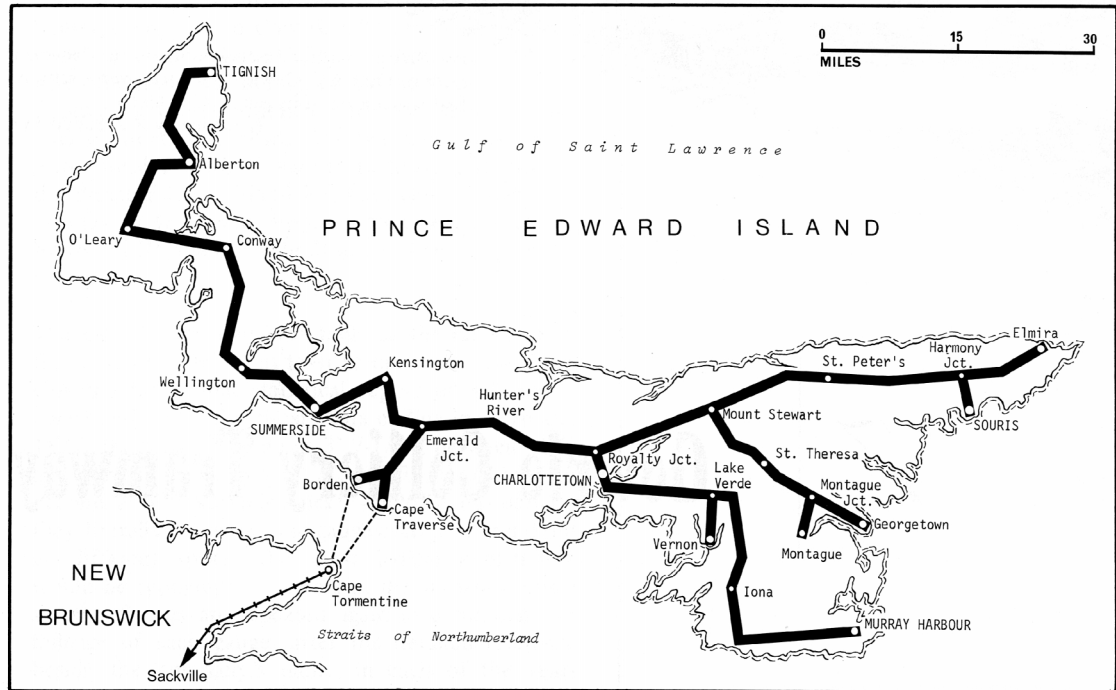
Mt. Stewart Jct. and Georgetown

READ UP

13	15		14	16
Express	Mixed		Express	Mixed
P.M.	A.M.	Mls.	A.M.	P.M.
f4 30	f8 15	0.	7 05	3 35
4 50	8 43	7.2	6 45	3 09
4 55	8 52	9.2	6 40	3 01
f5 07	f9 09	13.7	f6 28	f2 45
5 19	9 25	18.2	6 16	2 28
5 22	9 30	19.4	6 13	2 24
f5 25	f9 34	20.4	f6 10	f2 20
f5 32	f9 43	22.7	f6 03	f2 11
f5 36	f9 48	24.0	f5 59	f2 06
5 40	9 54	25.6	5 54	2 00
f5 45	f10 00	24.0	f5 49	f1 53
f5 49	f10 05	22.7	f5 45	f1 48
f5 56	f10 13	20.4	f5 38	f1 38
6 00	10 17	19.4	5 34	1 34
f6 06	f10 25	21.6	f5 28	f1 26
6 15	10 35	24.2	f5 20	f1 15
			A.M.	P.M.

† Daily, except Sunday. ▲ Arrive. B Monday, Wednesday and Friday.
 C Tuesday, Thursday and Saturday.
 f Trains stop only when signalled or when there are passengers to set down
 Passengers to and from stations between Mt. Stewart Junction and Georgetown
 change cars at Mt. Stewart Junction.

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



Charlottetown to Summerside and Tignish

Mls.	STATIONS	1	5	3		
		Express	Mixed	Mixed		
		A.M.	A.M.	P.M.		
0.	CHARLOTTETOWN Dep	17 45		13 30		
5.8	Royalty Jct.	8 00		3 49		
9.9	Milton Dep	13 12		14 07		
13.4	Colville Dep	18 21		14 20		
16.2	North Wiltshire ..	8 28		4 31		
19.9	Hunter River	8 38		4 46		
24.4	Fredericton.....	8 50		5 04		
26.6	Elliott's	18 56		15 13		
28.6	Bradalbane	9 01		5 21		
31.0	Emerald Jct.	17 06		5 30		
34.4	Fredericton.....	9 15	8 08	5 44		
39.9	Kensington	9 30	8 51	6 06		
43.9	New Annan	19 40	19 06	16 23		
48.2	Summerside Arr	9 50	9 25	6 40		
		Mixed		Express		
48.2	Summerside..... Dep	11 00		17 00		
53.8	Miscouche.....	12 19		7 14		
59.9	Wellington.....	12 44		7 32		
64.6	Richmond.....	1 02		7 45		
67.6	Northam.....	1 13		7 52		
70.0	Port Hill.....	1 23		7 58		
71.7	Ellerslie.....	1 30		8 02		
76.1	Conway.....	1 48		8 14		
79.4	Portage.....	12 02		18 23		
85.0	Coleman.....	2 25		8 38		
88.8	O'Leary.....	2 40		8 47		
90.0	Howland.....	12 47		18 51		
91.6	Duvar.....	12 53		18 54		
94.0	Bloomfield.....	3 03		9 00		
99.4	Elmsdale.....	3 25		9 15		
103.1	Alberton.....	3 41		9 25		
106.9	Alma.....	13 57		19 35		
109.2	St. Louis.....	4 07		9 41		
111.4	De Blois.....	14 16		19 47		
116.1	TIGNISH..... Arr	4 35		10 00		
		P.M.	A.M.	P.M.		

Charlottetown and Souris

READ DOWN				READ UP			
9	11			10	12		
Express	Mixed			Express	Mixed		
P.M.	A.M.	Mls.		A.M.	P.M.		
13 20	16 45	0.	Dep.CHARLOTTETOWN Arr	18 15	15 20		
13 32	16 59	4.	Sherwood	18 34	15 05		
3 36	7 04	5.8	Royalty Jct.	8 00	5 00		
3 48	7 19	9.0	York	7 50	4 42		
4 04	7 38	13.6	Bedford	7 38	4 24		
4 13	7 49	16.5	Tracadie	17 31	14 13		
4 30	8 15	22.0	Mt. Stewart Jct.....	7 15	3 45		
14 52	18 47	29.9	Lot 40.....	16 54	13 06		
4 56	8 52	31.8	Moell	6 49	3 00		
5 17	9 20	38.6	St. Peter's	6 29	2 32		
15 37	19 49	45.7	Selkirk.....	16 09	12 03		
5 50	10 08	50.0	Bear River	5 57	1 47		
15 57	10 19	52.4	New Zealand	15 50	11 39		
6 20	10 50	60.0	Arr..... Souris..... Dep	16 30	11 10		
				A.M.	P.M.		

Emerald Jct. and Cape Traverse

READ DOWN				READ UP			
7				8			
Mixed				Mixed			
P.M.	Mls.			A.M.			
17 40	0.	Dep.....EMERALD JCT.....Arr		17 50			
7 57	4.	Kinkora		7 33			
8 13	7.5	Albany		7 17			
8 30	11.6	Arr.CAPE TRAVERSE..Dep		17 00			
				A.M.			

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.**

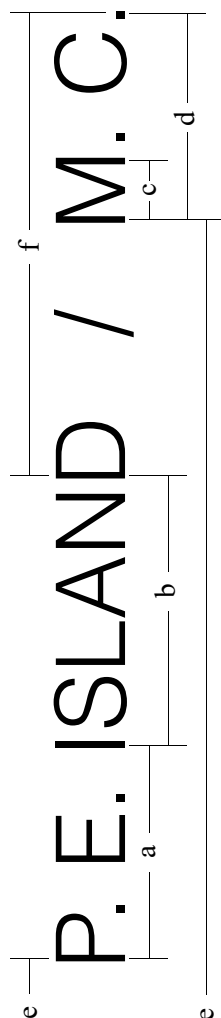
Since the above described 5 cards and covers did not leave the island, their use on an R.P.O. is assured. All other items with an RY-144 postmark in my collection were addressed to the mainland so could possibly have been used on a ferry, although I doubt it.

It should also be noted that there is a time gap between **MT-59**, P. E. I. R. R - C & S / N^o # 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.

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

RY-144 Hammer Data



Hammer	a	b	c	d	e	f
RY-144.01	8 1/4	11	3 +	10 1/4	9 +	11 1/2
RY-144.02	8 1/2	11 3/4	3 1/2 -	13	9 1/4	10 3/4
RY-144.03	8 3/4	12 1/4	2 1/2	10 1/2	9 1/2	10 1/2
RY-144.04	9 1/4	12	3 1/2	11	9 1/2 +	9 3/4
RY-144.05	9 -	12 3/4	3 1/2	10 1/2	8 1/2 +	10
RY-144.06	9	12 1/2	3 1/2	11 3/4	8	9 3/4
RY-144.07	9 -	12 +	2 1/2	10 +	9	10 1/4
RY-144.08	8 1/2 -	11 1/2	3	12 +	9 -	10 1/2

Hammer	Proof Date	ERD	LRD	Indicia
RY-144.01	unknown	1887/01/22	1898/04/17	blank
RY-144.02	1889/02/16	unknown	unknown	unknown
RY-144.03	1889/02/16	unknown	unknown	unknown
RY-144.04	1892/10/15	1893/09/23	1895/01/22	blank
RY-144.05	unknown	1894/11/07	1901/09/07	blank
RY-144.06	unknown	1893/08/01	1893/09/08	blank
RY-144.07	unknown	1892/07/02	1892/07/02	blank
RY-144.08	unknown	1891/11/09	1891/11/09	blank
RY-144		1885/12/15	1918/04/16	blank



RY-144.01



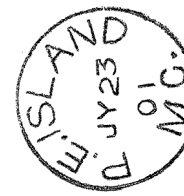
RY-144.02



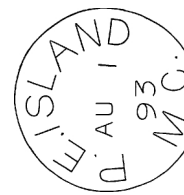
RY-144.03



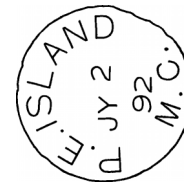
RY-144.04



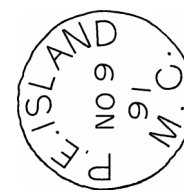
RY-144.05



RY-144.06



RY-144.07



RY-144.08

Port Dover & Lake Huron Railway

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.



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.



Port Dover & Lake Huron RAILWAY.			
<p>1877 Freight Agent P. D. & L. H. R'y. Please deliver the same to Bearer.</p>			
<p>Port Dover June 21 1877.</p> <p>The undermentioned Freight, consigned to you, arrived this day Please send for it as soon as possible, as it remains here at your RISK and EXPENSE.</p> <p>J. Fair Freight Agent.</p>			
FROM	No. & DESCRIPTION OF P'GS.	WEIGHT.	CHARGES.
Monte	46 Pk Mds	4620	8.30
<p>Said Capt Allan</p>			

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.

Port Dover & Lake Huron Railway



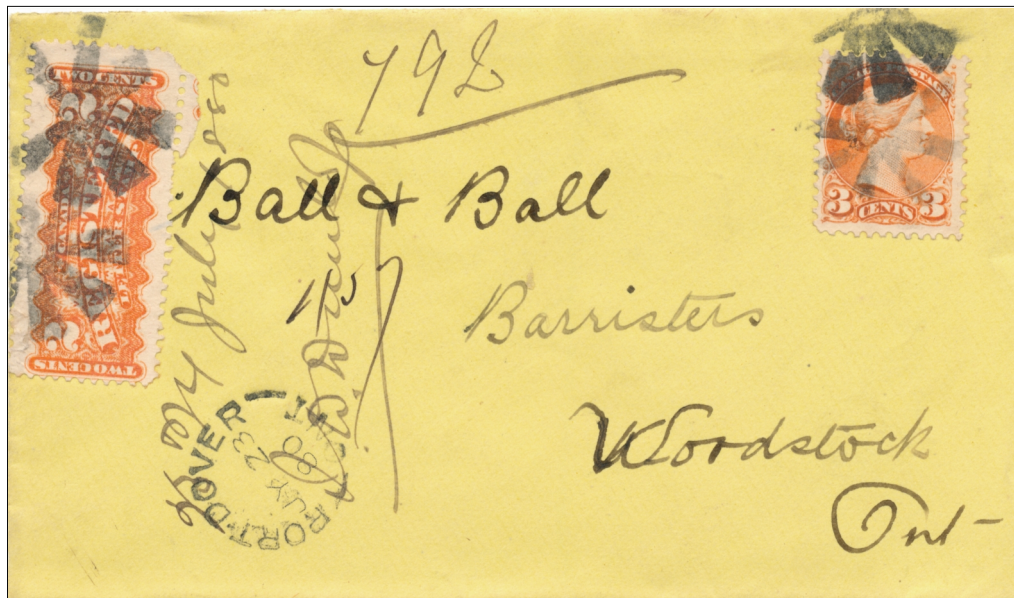
RY-133

Proof date - 1876/04/12

ERD - 1876/07/18

LRD - 1877/10/25

Indicia - blank



RY-134

REGISTERED
P.D. & L.H

Proof - unknown

ERD - 1876/08/31

LRD - 1880/07/23



RY-135

Proof - 1877/11/03

ERD - 1877/11/04

LRD - 1881/11/29

Indicia - NORTH, SOUTH

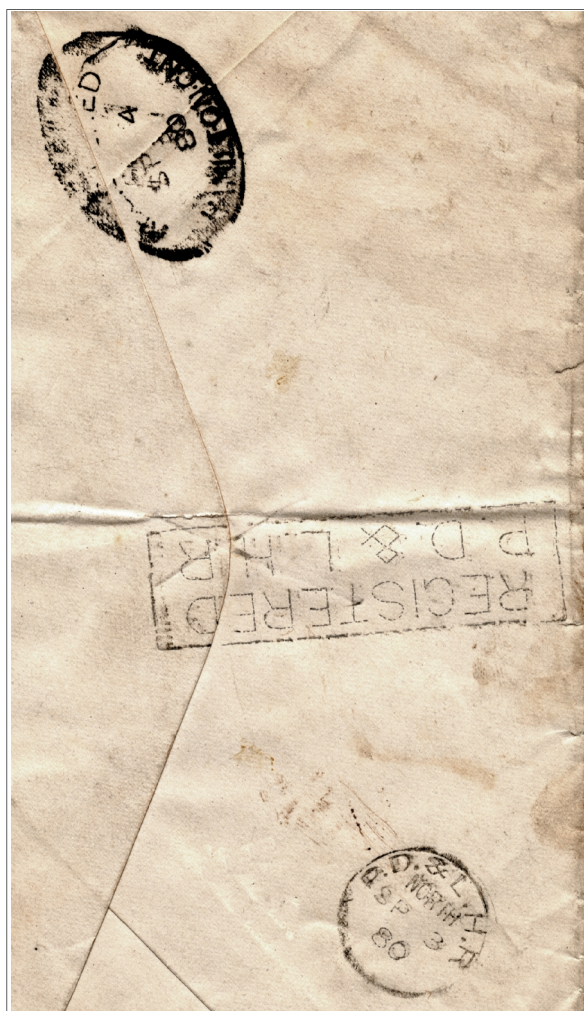
This cover originated at Port Dover on July 23, 1880 where it was transferred to the northbound Port Dover and Lake Huron R.P.O., arriving in Woodstock the same day. July 23, 1880 is a new **late date** for RY-134.

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.

Port Dover & Lake Huron Railway



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

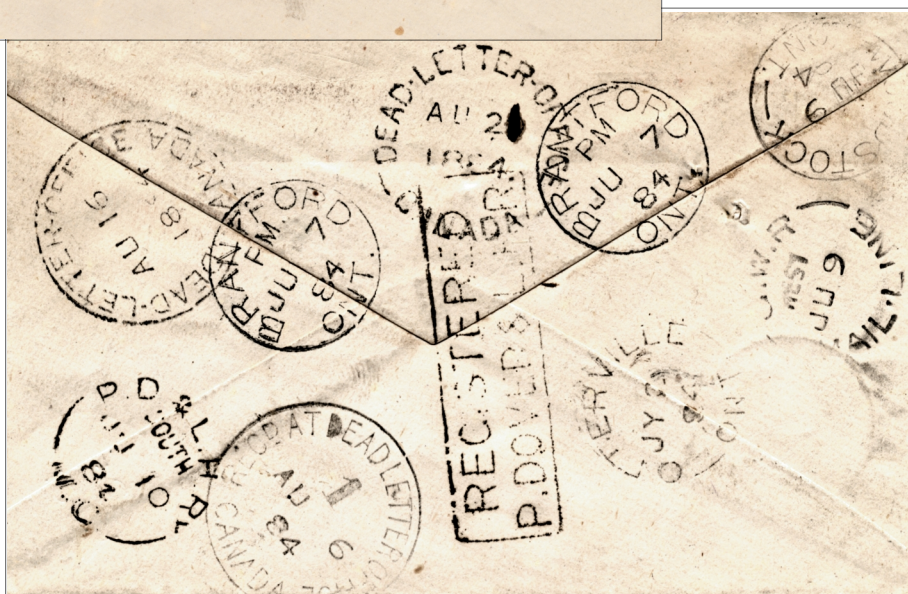


Port Dover & Lake Huron Railway

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.R.Y.

RY-138
Proof - 1881/03/??
No recorded use

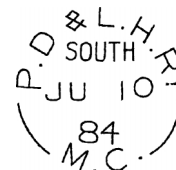


This registered cover, addressed to OTTERVILLE, ONT. (*South Norwich Township, Oxford County*) originated at BRANTFORD, ONT., PM, JU 7, 84 (Friday). It was placed aboard the west-bound (**RY-71**) G.W.R. / MAIL LINE railway post office on Monday, June 9 and at WOODSTOCK, ONT., was transferred to the 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.

REGISTERED
P.DOVER & L.H.R.

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. RY / 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 / ✕ , 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 3¢ Small Queen on piece.



Newsletter Editor, Catalogue Editor

Secretary-Treasurer, Newsletter Mailer

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

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

Chris Anstead, 3258 Elphin Maberly Road,

McDonald's Corners, ON, K0G 1M0

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