

This issue features a very interesting follow up article from **Brian Stalker** and **Ferdinand Belanger**, which reveals more information about the **Paris Distribution Post Office**. Brian's original article appeared in the January-February, 2014 issue of this newsletter and in the 2015, 1st Quarter edition of BNA Topics.

We also have many new reports from **Jack Brandt**, **Ross Gray**, **Rick Parama** and **Murray Smith**. Some of the data from these reports arrived in time to be included in the new 2015 edition of the catalogue and others were received too late.



Ross Gray Collection

This **SN-44.6** cover is the first that I recall seeing which shows either of the two newly listed Paris Distributing Post Office cancellations, SN-44.5 and SN-44.6, used as an **originating postmark** instead of a transit backstamp.



This example of **RY-203.02**, WELLAND RAIL ROAD / **a**, blank, AU 18, 1873, is the first recorded example of a **blank direction indicium** for both the hammer and the listing.

Paris Despatching Post Office- an update from Ferdinand Belanger and Brian Stalker

Thanks to research undertaken by Ferdinand Belanger in the Library and Archives, Ottawa, we have additional information relating to the Paris Despatching Post Office which supplements that given in the article published in the January-February, 2014 issue of the newsletter and in BNA TOPICS #542.

New Information:

1. On 18th April 1855 William Henry Griffin, secretary to the Postmaster General, authorised a claim from George Macartney, Postmaster at Paris, that from 1st October 1854 he could charge an additional £100 pa (Forward allowance - £50; rent - £40; and stationery - £10) *“in compensation for the extra labor thrown upon the Paris PO upon being made the point of distribution to several important lines of Post Route in connexion with its position at the junction of the Brantford & Great Western Railroads ...”* ⁽¹⁾

2. For the year ended 31st March 1856 Report No 6-A of the Postmaster General's Annual Report included a 'Curtailed of Expenses' amounting to £8 -7 -6 per annum effective from 1st January 1856 to the original amount of £217-15-0 due to contractor **George Macartney** who operated the daily mail service between Haysville and Paris via Canning, Richwood, Drumbo, Washington, Plattsville and Chesterfield owing to *“reduced travel of one mile per trip, by removal of forwarding duty, from Post Office in the village of Paris to a distributing Post Office at the Paris Railway Station”*.

3. Post Office Department correspondence item 692 dated 18th April 1857 ⁽²⁾ relating to the cost of maintaining the Distribution Office at the Paris Station for the G.W.R and B. & L.H. lines of Railway shows that included within the charge of £600-8-0 for the period 1st January 1856 to 30th September 1857 was a **£87-10-0 Supervision Allowance to Mr Macartney** – charged at £50 per annum.

Furthermore, that correspondence indicates that the Distribution Office expenses were part of the account relating to the Paris Post Office – inferring that Paris DPO was a sub-office of Paris PO.

4. Post Office Department internal correspondence dated 15th May 1858 ⁽³⁾ states – *“I have to convey to you the Postmaster General's Authority to enter into a lease with Miss Allchin for a period of 3 years for the building at present tenanted by this Department at the Paris Railway Station for the exchange of mails...”*

5. Data in Robert Hasler's *‘Paris Junction – Paris Station (1848-1900)’* ⁽⁴⁾ identifies that Lot 13 on the south side of Railway Street (across the road from the railway station) was sold by Hiram Capron to George Macartney on January 30th 1857; Macartney then sold Lot 13 to Miss Mary Allchin on April 6th 1858. This positively confirms that the **Paris DPO was located at Lot 13 Railway Street**. The 'Post Offices and Postmasters' database ⁽⁵⁾ records that Fred C. McCartney was appointed Postmaster at Paris Post Office on April 1st 1858 and that he was replaced by George Stanton in February 1860. Interestingly, there is no record in that database of George Macartney ever being Postmaster.

6. The next mention of note in the Post Office Department internal correspondence is dated 16th July 1862 (item 968) ⁽⁶⁾ *“Referring to the difficulties which have arisen at the Paris and Paris Distributing Office in connexion with the recent loss of the Registered letter from Montreal, I beg to inform you that, in view of the declaration of the PM at Paris that he does not consider himself to be responsible for the duties at the Station Office, and of the evident necessity that there should be some responsible person in charge there who will be answerable for the transaction the PMG has decided upon constituting an independent Office at the Station and appointing a PM to the charge of it – withdrawing the allowance granted to the PM of Paris.*

The amount lost in the Registered letter is to be deducted from the next payment of salary to the Clerks in the Paris Distributing Office to whose negligence the loss of the letter is attributable – and you will please report how far it may be advisable, under the altered provision for the management of the Station Office to recommend the continuance of the Assistants now employed. The change is to be carried into effect as soon as an appointment can be made to the Station Office. Signed W H Griffin”

Paris Despatching Post Office- an update from Ferdinand Belanger and Brian Stalker

7. Correspondence item 1062 dated 5th November 1862 ⁽⁷⁾ from William White to G E Griffin reads:-

“Sir – The PMG directs me to request that you will, with the least possible delay, furnish him with a statement of the expense which would be incurred by the establishment of a separate office at the Paris Station”

And finally item 21 dated 4th February 1863 ⁽⁷⁾, again from White to Griffin, reads:-

“With reference to the letter from the Department of the 27th December last, instructing you to arrange for the establishment of a separate PO at Paris Station, I am now to inform you that Mr Hiram Capron has been appointed to the Postmastership of the office in question. Mr Capron is to have an allowance of \$800 per annum, which is to cover rent, taxes, stationary, the payment of his assistants and all other expenses. He is also to have the usual commission on Postage and Stamps in common with other Postmasters.”

8. The Post Office at Lot 13 Railway Street was burned down in the fire of July 18th 1865 which also destroyed the railway station. Lot 13 remained the property of Mary Allchin and was part of her estate when she died, at the age of 63, in March 1881 (Hasler ⁴ p192).

Commentary:

Since George Macartney was authorised to claim rent and labour associated with the distribution of mail from 1st October 1854 it seems likely that **Paris Despatching Post Office** was a sub-office of Paris Post Office between 1st October 1854 and 31st December 1862. Its primary purpose appears to have been that of an exchange office for mails being transferred between the Great Western and London, Huron & Bruce Railways, Paris Post Office and one or more mail services to outlying districts. As such, it justifies listing as a ‘Railway Station Office’ – possibly one of several similar arrangements that existed before the Railway Mail Service Branch of the Post Office was formally instituted in 1897.

George Macartney appears to have been the focal character during the period October 1854 to April 1858, being Postmaster of Paris Post Office, Mail Contractor, owner of **Lot 13 Railway Street – the location of Paris Despatching Post Office**, and Supervisor at the DPO. After Miss Mary Allchin purchased Lot 13 Railway Street from George Macartney in April 1858 the Post Office took a three year lease on the property but it is not known if Miss Allchin was involved in DPO activity.

The correspondence of 16th July 1862 relating to the loss of a registered letter states that Postmaster George Stanton of Paris PO did *‘not consider himself to be responsible for the duties at the Station Office’* suggests that although Paris DPO might have been a sub-office for accounting purposes its day-to-day operation was entirely devolved.

Paris Station Post Office opened on 1st January 1863 offering normal postal services, probably also providing distributing / exchange office facilities. It remained at Lot 13 Station Street until the building was destroyed by fire on July 18th 1865. Its status as a ‘Railway Station Office’ during that period is less certain, but probably valid.

In May 1866 a new railway station building, incorporating a room for post office use, was opened and it seems probable that the distributing / exchange office functions were transferred at that time. The location of a replacement Paris Post Office during the intervening period remains unclear.



SN-44.5



SN-44.6

Paris Despatching Post Office- an update from Ferdinand Belanger and Brian Stalker

References:

Except for items 4 and 5, all relate to Library and Archives, Canada, records RG3, and refs 2- 3 and 6-8 are Post Office Department letters to Gilbert E. Griffin, PO Inspector, London District:-

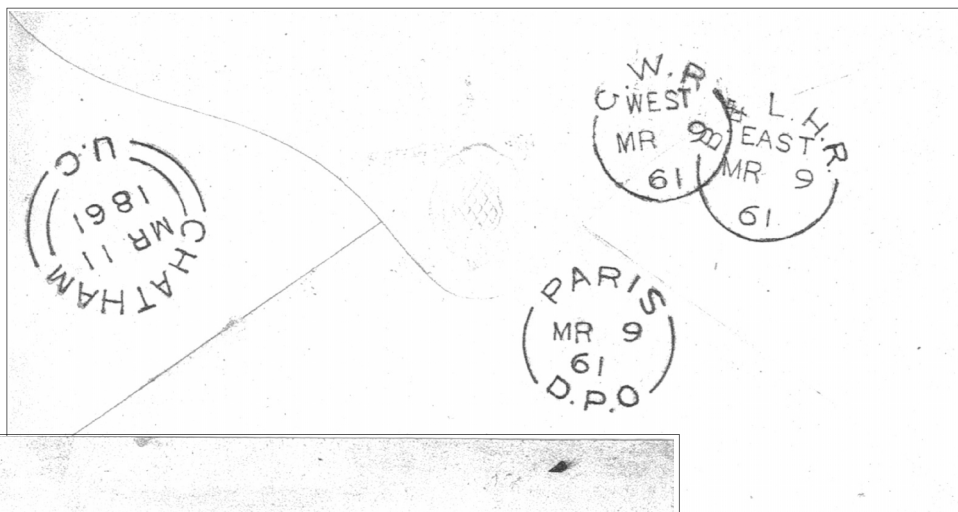
1. Correspondence sent: vol 366, p.517.
2. Item 692 – vol 224, p.368.
3. Item A-90(3) – vol 224, p.412.
4. 'Paris Junction – Paris Station (1848 – 1900)' Robert Lewis Rashleigh Hasler, Somerset House Publications, Canada, 2000.
5. Post Offices and Postmasters, Postal Heritage – Philately, item 15478, Library and Archives, Canada (an on-line facility).
6. Item 968 – vol. 225, p.300-301.
7. Item 1062 – vol. 225, p.331.
8. Item B-21 – vol. 225, p.354

Acknowledgement: We are grateful to **Bob Anderson** who responded to the original article in The RPO Newsletter with order dates for the DPO date-stamps which were ordered from D G Berri, London, England, as follows:-

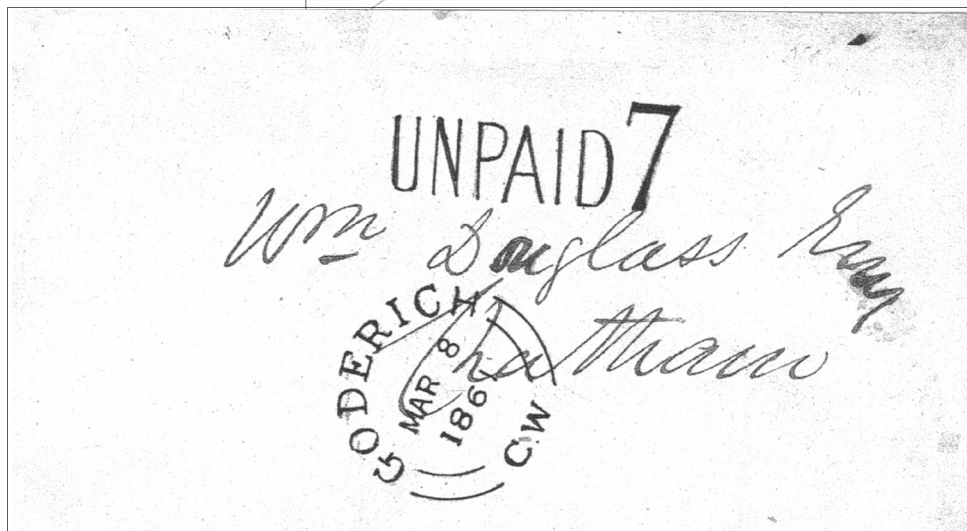
PARIS / D.P.O - orders sent on 25 February and 3 August 1859:

PARIS D.P.O / C.W - two hammers ordered on 22 March 1861.

This data was included in the article published in BNA TOPICS #542.

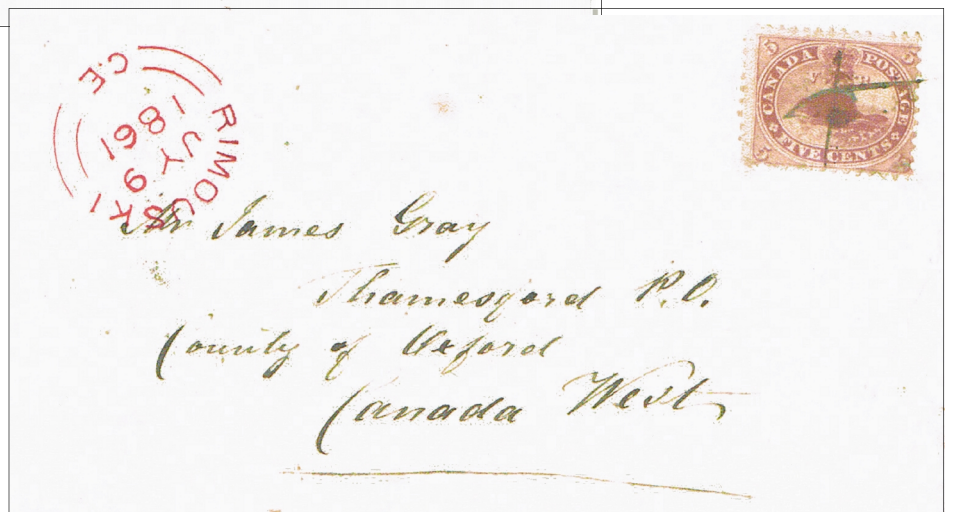


Brian Stalker Collection



Paris Despatching Post Office- an update from Ferdinand Belanger and Brian Stalker

Originating at Goderich, C.W. on March 8, 1861, this cover travelled east on the Buffalo & Lake Huron Railway R.P.O. (**RY-5**, B. & L. H. R. / _ , EAST, MR 9, 61) as far as Paris Junction where it was transferred to the Paris Distributing Post Office (**SN-44.5**, PARIS / _ D.P.O. _ , MR 9, 61), which transferred it to the next westbound G.W.R. train for Chatham, arriving there on Monday, March 11.



Brian Stalker Collection

Posted on July 9, 1861 from Rimouski, C.E., and addressed to Thamesford, C.W., this cover possibly travelled by road or water to Riviere du Loup, and by rail from there to Levis and Quebec, where it was backstamped the following day. The journey continued overnight by rail from Quebec to Montreal, where it was transferred to the westbound Montreal & Kingston R.P.O. and was postmarked with **QC-188**, MONTREAL & KINGSTON G.T.R. WAY P.O. / No. 3. , A, UP, JUL 11, 1861 and apparently it was sorted into closed bag mail to be sorted at the Paris Distributing Post Office. On arrival, it was postmarked with **SN-44.6**, PARIS · D.P.O. / _ C.W. _ , JY 12, 61 and transferred aboard the next westbound G.W.R. train for Ingersoll, C.W. , postmarked on arrival and then travelled by road to Thamesford.

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Two Periods for QC-478?

On page 2463 of the previous issue, I speculated that **QC-478** might have been used during two periods. **Jack Brandt** has responded to my query with information that he has examples of this listing used in 1909, 1910, 1911, 1912, 1916, 1920, 1925, 1930 and 1931, although they are scarcer between 1912 and 1925, so **it appears that the cancellation was in continuous use.**

New Reports from Jack Brandt



QC-150, TRAIN N^o / MONT. COT. & OTT. R.P.O. ,
1, MY 5, 05 , is a new **early date**.



QC-152, MON. COT. & OTT: R.P.O. / . , 48, AP 5, 19 , is a new **early date**.



QC-153.01, MONT. COTEAU & OTT: R.P.O. / . , 48, NO 7, 22 ,
is a new **early date** for the hammer.



QC-154, MONTREAL & DUNDEE / M.C. , S, JU 19, 03 ,
is a new **late date**.



QC-156.01, MONT & DUNDEE R.P.O. / . , N, JUN 22, 03 , is a new **early date** for the hammer.

QC-156.02, MONT & DUNDEE R.P.O. / . , N, AP 25, 25 , is a
new **late date** for the hammer.



QC-157.01, TRAIN N^o / MONTREAL & DUNDEE R.P.O. ,
80, JUN 12, 13 , is the first report of **train 80** for the hammer .



QC-157.02, TRAIN N^o / MONTREAL & DUNDEE R.P.O. ,
80, MY 4, 16 , is a new **early date** and the first report of **train 80**
for the hammer .



QC-158.02, MONTREAL & DUNDEE · R.P.O. / . , 81, AP 2, 26 ,
is a new **early date** for the hammer.



QC-158.02, MONTREAL & DUNDEE · R.P.O. / . , 81, SP 26, 29 ,
is a new **late date** for the hammer and listing.

QC-164.01, MONT. & FT. COVINGTON / R.P.O. , 80, OCT 14, 30 ,
is a new **early date** for the hammer.



QC-164.01, MONT. & FT. COVINGTON / R.P.O. , 80, JUL 6, ?? ,
is the first report of **train 85** for the hammer.

QC-164.03, MONT. & FT. COVINGTON / R.P.O. , 80, AU 17, 50 ,
is a new **late date** for the hammer.



QC-204, MONT. & MONT LAURIER R.P.O. / . , 455, AU 15, 19 ,
is the first report of **train 455** for the listing and run.



QC-228.02, TRAIN N^o / MONT. & OTT. R.P.O. , 37, MY 9, 10 ,
is a new **early date** and the first report of **train 37** for the hammer.

QC-228.02, TRAIN N^o / MONT. & OTT. R.P.O. , 36, JUN 7, 11 ,
is a new **late date** for the hammer.

QC-228.03, TRAIN N^o / MONT. & OTT. R.P.O. , 502, OC 2, 18 ,
is a new **late date** for the hammer.

New Reports from Jack Brandt



QC-228.04, TRAIN N^o / MONT. & OTT. R.P.O. , 5, DE 21, 14, is a new **early date** for the hammer.



QC-228.04, TRAIN N^o / MONT. & OTT. R.P.O. , 503, JUN ??, ??, is the first report of **train 503** for the hammer.



QC-253.05, MONTREAL & S^t JOHN / · M.C. · , W, JY 9, 96 , is a new **early date** for the hammer.



QC-375, PORT DANIEL & MATAPEDIA R.P.O. / . , 1, OC 1?, 12 , is the first report of **train 1** for the listing.



QC-403.01, QUEBEC & DOLBEAU / R.P.O. , 196, 31 X, 58 , is a new **early date** for both the hammer and listing.



QC-414, QUEBEC & MONTREAL C.P.R · R.P.O. / . , blank, JU 2, 10 , is the first report of a **blank** indicium for the listing.



QC-451.02, QUE. ROB. & CHIC. · R.P.O. / . , S, JAN 6, 12 , is the first and **only reported use** of this hammer, which was proof struck on December 19, 1911.



QC-451.04, QUE. ROB. & CHIC. · R.P.O. / . , 164, DE 27, 33 , is a new **early date** for the hammer.



QC-451.04, QUE. ROB. & CHIC. · R.P.O. / . , 163, 6 JUL, 34 , is the first report of **train 163** for the hammer.

QC-451.062, QUE. & CHIC. · R.P.O. / . , 164, 24 AU, 36 , is a new **early date** for the modified hammer.



QC-491.02, S^t ARMAND & MONTREAL · R.P.O. / . , N, SP 2, 29 , is a new **late date** for the hammer and listing as well as the run.



QC-493, S^t GEORGE & BEAUCE JCT. R.P.O. / . , NO, JUN 25, 06 , is a new **early date**. The only recorded proof is dated October 26, 1908.



QC-505, SHERBROOKE & LEVIS R.P.O. / . , W, SP 2, 5 , is the first report of a “W” indicium.

QC-523.02, SHERBROOKE & STANS . R.P.O. / . , N, OC 2?, 23 , is a new **late date** for the hammer.



New Reports from Jack Brandt



QC-707.01, STEAM - BOAT - LETTER / - QUEBEC - , blank, NO 6, 1850 , is a **new mid-period date** for this hammer. Possibly use was continuous but it has been under reported.

WT-64.04, CALGARY & EDMONTON · R.P.O. / N^o 4 , 24, MR 17, 18 , is a new **early date** for the hammer.



WT-64.051, CALGARY & EDMONTON R.P.O. / N^o 5 , 23, AP 9,17, is a new **late date** for the rare hammer.

WT-64.061, CALGARY & EDMONTON · R.P.O. / N^o 6 , 24, JAN 22,20, is a new **late date** for the hammer.



WT-250.04, HUMBOLDT & EDMONTON R.P.O. · C.N.R. / N^o 4 , W, SP 29, 11 , is the first report of 'W' for the hammer.



WT-344.08, MED. HAT. & NEL.R.P.O. / N^o 8 , W, MAR 2, 39 , is the first report of 'W' for the hammer.



WT-381.022, M. JAW. & CAL. R.P.O. / N^o 2 , E, NO? 10, 07 , is a new **early date** and first report of an 'E' direction indicium for the hammer. (The month may be an incomplete 'OC' but to be on the conservative side, we will use the following month.)



New Reports from Jack Brandt

WT-381.062, M. JAW & CAL. R.P.O. / No. 6 , 2, DE 1, 29 , is a new **early date** for the hammer.



WT-383.071, MOOSE JAW & CALGARY R.P.O. / No 7 , E, SP 21, 04 , is a new **early date** and the first report of 'E' for this scarce hammer.

WT-385.02, MOOSE JAW & CALGARY · R.P.O. / A , 2, JAN 29, 51 , is a new **early date**.



WT-501.032, NORTH B'FORD & EDN · R.P.O. / No 3 , 5, MY 29, 58 , is a new **late date** for the hammer and the latest date for the listing.

WT-623.04, REGINA & NO. BATT. R.P.O. / No 4 , 6, SP 22, 24 , is a new **early date** for the hammer.



WT-854.03, WPG. & BRED. R.P.O. / No. 3 , 105, AU 30, 52 , is the first report of **train '105'** for the hammer.



WT-896.032, WPG. & M. JAW · R.P.O. / · No 3 · , 1, NO 30, 52 , is the first report of **train 1** for the hammer.



WT-998.02, YORKTON & SASK. R.P.O. / No 2 , E, AP 8, 25 , is a new **early date** for the hammer, only two days after the proof date.



New Reports from Ross Gray



QC-93, LEVIS & RICHMOND · R.P.O. / . , 12, JUL 7, 26 , is the first report of **train 12** for the listing.

QC-228.04, TRAIN No / MONT. & OTT. R.P.O. , 503, AU 20, 32 , is a new **late date** for both the hammer and listing.



New Reports from Ross Gray



This very **odd indicia** set for **QC-294.041**, MONT. & TOR. G. T. RY / 4 , 7124, 12 , is found as a transit backstamp on a registered cover originating at Elginburg, Ontario on April 19, 1912 and addressed to Hamilton. Elginburg is located just to the north of Kingston and it is likely that the letter was transferred to the Montreal & Toronto R.P.O. on westbound train 7 at Kingston station. It is the only transit backstamp present and there is no Hamilton receiving backstamp.

QC-451.08, QUE. ROB. & CHIC. R.P.O. / . , 5 (*inverted*), DE 2, 16 , is the first report of **train 5** for both the hammer and listing.



ON-603.04, TOR. & HAM. P.O. CAR / N^o 4, W, SP 9, 91 , is the first report of 'W' for this rare hammer.

SN-49.01, UNION STATION / · SAINT JOHN · N.B. · , 21, JAN 4, 46 , is the first report of a "21" time indicium for the hammer.



New Reports from Rick Parama



WT-191.01, CORONATION & LACOMBE · R.P.O. / N^o 1 , 29, DE 22, 19 , is a second and new **late date** for both the hammer and listing, as well as the first report of **train 29** for the hammer.



WT-191.02, CORONATION & LACOMBE · R.P.O. / N^o 2 , 26, DE 29, 17 , is the first report of **train 26** for the hammer.



WT-193, CORONATION & LACOMBE · R.P.O. N^o 2 / . , 530, DE 16, 53 , on a facing slip, is the first report of **train 530** for the listing.

New Reports from Murray Smith



MT-366.01, VANCEBORO & ANDOVER / P.C. , S, AU 26, 03 , is a new **late date** for both the hammer and listing.

WT-381.011, M. JAW & CAL. R.P.O. / N^o 1 , 2, SP 6, 08 , is the first report of **train 2** for the hammer.



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