



TRANSATLANTIC MAIL STUDY GROUP  
OF THE  
British North American Philatelic Society

Newsletter No. 70

August 1999

PRINCE EDWARD ISLAND (4)

This is the last planned PEI special issue; I hope that more such material will be found and will include it in future News-letters, but I believe that the subject of the trans-Atlantic mails of PEI through to Dominion has been reasonably well-covered now. It remains in this issue to bring up to date the information from the earlier Newsletters and include some of the illustrations previously excluded on grounds of lack of space.

I have also tried to make some sense of the rates that appear on the early letters and to list and illustrate the route options for mail to and from the island, by period. This last is only by nature of a guess and I would welcome your corrections (with sources!). I would also welcome any information on other PEI covers and collections that you have unearthed in the meantime. Now, how about sending me *New Brunswick* material?!

THE CHANGE OF NAME

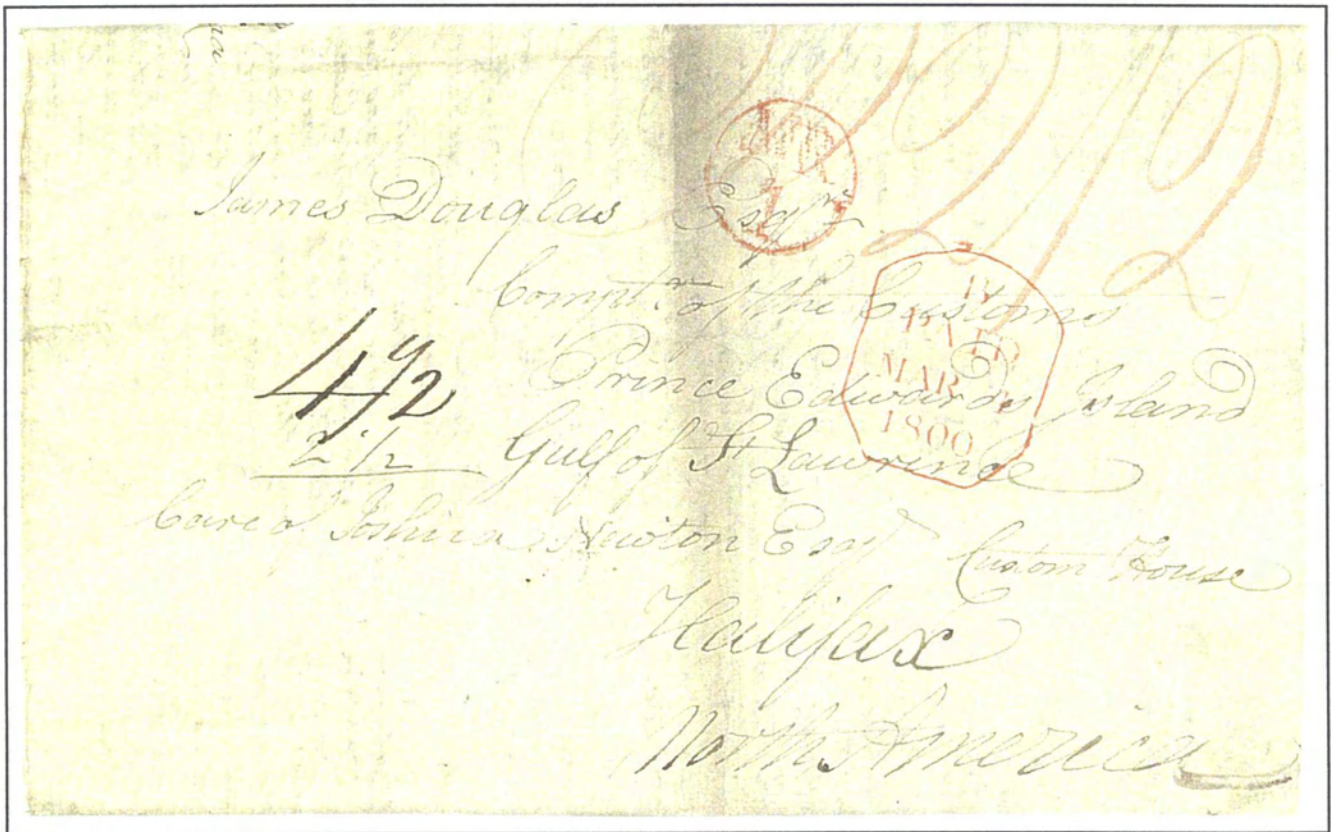


Figure 1: Edinburgh, Scotland to Prince Edward Island, 4<sup>th</sup> March 1800.

St. John's Island was renamed Prince Edward Island in 1799. The letter at Figure 1 is the earliest that I have seen addressed to the island

under its new name. It comes from the same correspondence as the majority of the early covers, a prepaid letter from Edinburgh to James

Douglas, the comptroller of customs at Charlottetown, but through the Customs Officer at Halifax. Prepayment was '2/2' (2s 2d Stg): 1s 2d, the rate for 600-700 miles (Edinburgh to Falmouth was 666 miles) and 1s the Packet fee from Falmouth to North America (37 Geo. III, Cap. 18, effective 5<sup>th</sup> January 1797).

The letter was carried from Falmouth by the Packet 'Princess Hobart' (*Handbook on Transatlantic Mail*, JC Arnell (Editor)); 'Princess Hobart' left Falmouth on 18<sup>th</sup> March 1800 and made Halifax on 29<sup>th</sup> April 1800.

The letter arrived in Nova Scotia on 29<sup>th</sup> April 1800 and was marked in transit with the 2-line 'HALIFAX APR 29 1800' handstamp, in black. It was either delivered to/collected by the Halifax Custom House and then returned to the post.

Additional charges were raised in North America: '4½' and '2½' (pence, Cy). It is these charges that are difficult to explain as 4½d Cy is too low a charge for the land journey from Halifax to Pictou, although this cannot be ruled out. The 2½d charge, possibly a ship charge, is in a different hand to the first.

### REVISED BIBLIOGRAPHY

PRINCE EDWARD ISLAND BIBLIOGRAPHY			
Ser	Author	Title	Comment
(a)	(b)	(c)	(d)
1.	R.E.R. Dalwick (edited by Fred J. Melville).	'Prince Edward Island'.	'The Postage Stamp Handbook' series. Date of publication unknown (between the wars?), price sixpence. An essential element of any PEI collection!
2.	Douglas Campbell	'Prince Edward Island Postal History, 1790-1860'.	Privately published.
3.	Leslie G. Tomlinson.	'Prince Edward Island Cancellations, 1817-1873'.	'The London Philatelist' July 1849, et seq. Extensively quoted by JC Lehr.
4.	Leslie G. Tomlinson, Nugent M. Clougher.	'Prince Edward Island'.	Published by 'The Postal History Society', in 1959. A useful background, with some sources, probably much quoted in later publications.
5.	C.M. Jephcott, V.G. Greene, John H.M. Young	'The Postal History of Nova Scotia and New Brunswick, 1754-1867'.	Published in 1964; contains a great deal of information (and sources) about mail movements to and from PEI; in the main gives sources.
6.	Robson Lowe.	'The Encyclopaedia of British Empire Postage Stamps', Volume V, pages 402-421.	Published in 1973; essential reading, but a little thin on sources.
7.	James C. Lehr.	'The Postage Stamps and Cancellations of Prince Edward Island'.	A comprehensive review, predominantly of the philatelic aspects of the subject.
8.	G. Douglas Murray.	'2000 Postmarks of Prince Edward Island, 1884-1995'.	A comprehensive reference volume for the postmarks.

### ROUTES, RATES AND DATES

I have often maintained that the Newsletter is a good place to speculate and seek advice before committing to a more carefully prepared work. I am about to test my theory! One thing about which all previous writers have agreed is that there is a dearth of factual information about the PEI Post Office. There is also very little material available for study, although that has improved recently with the appearance of the 'Douglas' correspondence.

I have tried to gather together what has been published and link the information to known sources. I will also consider it alongside the known letters to the island.

Rates established by law:

The legal rates for the North American Colonies had originally been established in the reign of Queen Anne and were reaffirmed in 1765, under

5 Geo. III, Cap. 25, 10th October 1765 (the rates are in Stg and I have added Cy equivalents; it should be noted that these varied slightly from time to time):

Inland:  
 0-60 miles: 4d Stg/4½ Cy  
 61-100 miles: 6d Stg/7d Cy  
 101-200 miles: 8d Stg/9d Cy

Between two ports in North America:  
 Ship letter fees: 4d Stg/4½d Cy

Outbound: 1d Stg/Cy  
 Incoming: 2d Stg/2½d Cy  
 Plus inland rates (if any).

The Packet rates from the UK are listed at TANEWS #64, page 10.

These rates remained the legal basis for the Maritime Provinces until 1851 when the Colonies began to assume control of their postal affairs. However, the rates were not consistently applied and John Howe Senior, Deputy Postmaster General at Halifax, stated that he was aware of no official rates when he assumed his office.

Jephcott, Greene and Young (JGY) quote a letter from him dated 4<sup>th</sup> April 1817 to Francis Freeling, Secretary of the General Post Office, London (*Post Office Archives, 239B/27<sup>th</sup> June 1817*):

*'... when you enquire of me the exact Rates of the Internal Postage, and under what authorities these Rates are generally regulated - I am at a loss to answer you. -The only Paper I could ever find in the office on the subject I now inclose you. -It is in the handwriting of Mr. Peters, who was PostMaster here many years ago; and in whose time the present Rates of Postage were principally settled. In adjusting any new Route I have merely proportioned it as near as I could to the postage required from any old office at a similar distance. But I have long been of the opinion that these rates bear no proportion to each other.'*

So, while noting the official rates, the actual rate may as well be determined by recording the surviving examples. All known variants are listed in the table which follows (pages 7/8). John Howe Senior and his son who succeeded him continued to set their own rates; JGY provide some further details in various tables. These tables appear to be the best-authenticated of the accounts and may provide the source for some other references published later.

Table II (page 316), 1800-1835:

Halifax to Pictou: 7d Cy  
 Halifax to PEI, viâ Pictou: 9d Cy

... and, rather unhelpfully:

Table III (page 316), 1818-1835:

Pictou to Halifax: 9d Cy

Table IV A (page 317), 1835 - 4<sup>th</sup> January 1843:

Halifax to PEI (unpaid) 8d Cy  
 Halifax to Pictou (paid or unpaid) 7d Cy  
 Halifax to Amherst (paid): 7d Cy  
 Halifax to Amherst (unpaid): 9d Cy  
 Pictou to PEI (paid or unpaid): 4½d Cy  
 (a footnote states that the rate was 1s in winter).

Amherst (formerly Cumberland) and Pictou are included as they appear to be the main routes to PEI at these times. The rates may have been complicated (for instance, a letter carried by an unusual route) by the practice which had unpaid letters being rated from post town to post town (page 228) and by the 2d fee allowed way office keepers.

At page 228, JGY states:

*'Prior to 1842, the postage charged on single letters between Halifax and Charlottetown was 8 pence. On January 5<sup>th</sup>, 1843 the postage on such letters was increased to 11½ pence in winter and 9 pence in summer.'*

Fortunately, for the purpose of the trans-Atlantic mails, this can be ignored, for the Colonial portion of the postage was by this time wrapped up (after 1840) into the uniform 1s 2d through rate between the United Kingdom and PEI.

There is little information to be gleaned about rates prior to 1817, but the other sources give some confirmation of the rates from Halifax to PEI, for instance, Robson Lowe has (page 360):

*'In Currency, 1800-1835:*

*Halifax to Pictou: 7d  
 Halifax to PEI viâ Pictou: 9d*

*In Currency, 1818-1835:*

*Pictou to Halifax: 9d*

*Prior to 1842, a single letter from Halifax to Charlottetown cost 8d. Legal rates came into force based on mileage on 5<sup>th</sup> January 1843 and these remained until 6<sup>th</sup> July 1851. The rate from Halifax to Charlottetown was then increased to 11½d in winter viâ Amherst and 9d in summer viâ Pictou.'*



To return to JGY. Table IV B (page 321, 1835 - 4<sup>th</sup> January 1843 adds the following information:

From Halifax to Prince Edward Island during the summer viâ Pictou			
5d 62	Truro		
7d 102	4d 40	Pictou	
8d 158	4½d 90	- 50	Prince Edward Island

From Halifax to Prince Edward Island during the winter viâ Amherst			
5d 65	Truro		
9d 141½	5d 76½	Amherst	
8d 211½	- 146½	- 70	Charlottetown

## ROUTES

The early routes from Halifax to Charlottetown are open still to some speculation, but while speculating it is worth bearing in mind that many of the known letters passed through the hands of third parties, variously merchants in Halifax, or Joshua Newton at the Halifax Custom House. These 'agents' could be expected to be particularly well informed of coastal shipping and may have directed letters by seemingly obscure routes; a few letters may have been carried privately to Charlottetown, thus avoiding further postal charges. The options appear to have been:

1. Across Nova Scotia to Pictou or Amherst and then by boat to Charlottetown (Tatamagouche is also mentioned as an early transit point).
2. Direct by boat to Charlottetown.
3. By boat viâ some intermediate port, perhaps Pictou or Sydney.

It would be nice to be able to make assertions about the routes, but it is just not possible.

Indeed, it is necessary to make an assumption: that no private carriers raising independent charges were involved.

Distances: Halifax to Pictou overland was 102 miles, in the table of distances and rates published by the Nova Scotia and New Brunswick Post Offices 1835-1843. Pictou to Prince Edward Island is shown as 50 miles. The winter route was longer: Halifax to Amherst was 141½ miles and Amherst to Charlottetown, 70.

Whether there is any significance in the lack of consistency in these tables is also open to speculation. For instance, the summer route is shown to PEI, the winter (for which no examples of trans-Atlantic mail are yet recorded, *please check your collections!*) is shown to Charlottetown. If this was deliberate, it could account for additional charges raised in PEI ... but this is, again, pure speculation. Effective 5<sup>th</sup> January 1843 the distance from Halifax to Prince Edward Island is given as 145 miles in summer and 210 miles in winter.

## CURRENCY

JGY, at Table X (page 340) give Sterling/Currency conversions 'According to Post Office Regulations', but these may not tell the whole story. Amongst them are (until 1851):

1d Stg:	1d Cy
2d Stg:	2½d Cy
4d Stg:	4½d Cy
6d Stg:	7d Cy
8d Stg:	9d Cy
1s Stg	1s 1½d Cy

This is not entirely consistent with Charles de Volpi's work on currency fluctuations, which suggests a much less stable situation in North America. Further, there is no explanation for quoting the 8d rate between Halifax and Charlottetown occasionally quoted. If Currency, this would have represented a 7d Sterling rate, which could have only have occurred by some for of aggregation. If Sterling, it casts some doubt on other rates given. These problems are unlikely to be clarified!

ROUTES TO PRINCE EDWARD ISLAND

Serial	Dates	Route	Source/Remarks
(a)	(b)	(c)	(d)
1.	1775	Winter: Wood island-Pictou	J.C.Lehr.
2.	1790's	Summer: Charlottetown-Pictou Winter: Cape Travers-Cape Tormentine	Jephcott, Greene & Young. Believed to be infrequent.
3.	1801	Charlottetown-Pictou	J.C.Lehr. Packet service assumed to be short-lived.
4.	1816	Charlottetown-Pictou	J.C.Lehr. Packet service.
5.	1832	Charlottetown-Pictou	Jephcott, Greene & Young. Packet service; believed to be short-lived.
6.	1836	PEI (1842 Bedeque)-Baye Verte, New Brunswick	Jephcott, Greene & Young.
7.	1840's	Summer: Georgetown, Belfast and Wood Island-Pictou Winter: Cape Traverse-Amherst via Cape Tormentine	J.C.Lehr. Packet service.
8.	1840's on	Occasionally Bedeque to Shediac	J.C.Lehr.
9.	1847	Charlottetown-Shediac	Jephcott, Greene & Young.
10.	1849	Charlottetown-Pictou	Jephcott, Greene & Young.
11.	1854	Charlottetown-Pictou and Charlottetown-Summerside-Shediac	Jephcott, Greene & Young.
12.	1855	Above plus Charlottetown-Richibucto, New Brunswick	J.C.Lehr.
13.	1859	Summer: PEI-Pictou and Shediac Winter: Cape Travers-Cape Tormentine	J.C.Lehr.
14.	1860	Steamship connection with railway from St. John, New Brunswick at Shediac	Jephcott, Greene & Young.
15.	1864	Steamship service Charlottetown, Shediac and Miramichi	Jephcott, Greene & Young.
16.	1864	Steamship service Charlottetown, Halifax and Boston.	Jephcott, Greene & Young.

The cover below, courtesy of Ron Saint, was prepaid 8d Cy at Charlottetown, taken across the Northumberland Strait presumably to Pictou, thence overland to Halifax.

The Falmouth Packet 'Manchester' carried it to England where it was charged 2s 2d Stg, the Packet rate between North America and London.

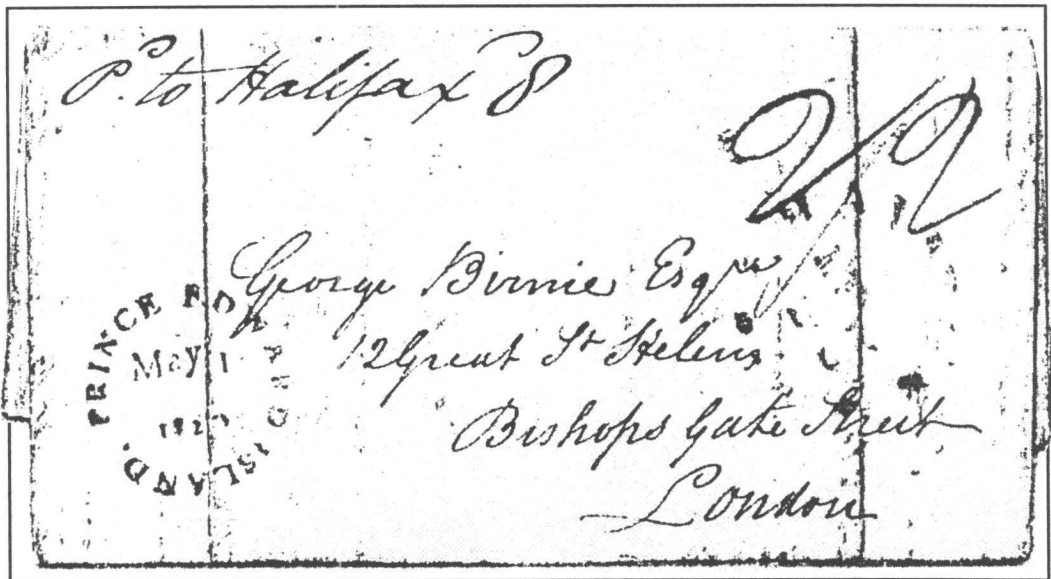


Figure 2: Charlottetown to London, 1<sup>st</sup> May 1820.

# ROUTES TO PRINCE EDWARD ISLAND

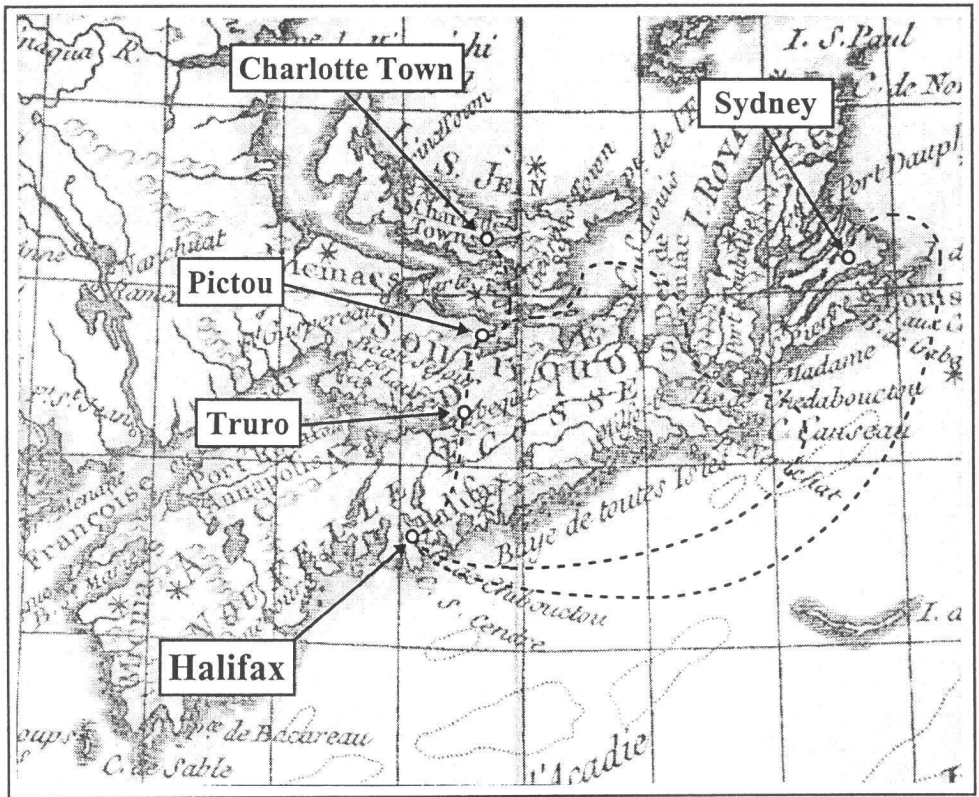


Figure 3: Eighteenth Century options between Halifax and Charlottetown.

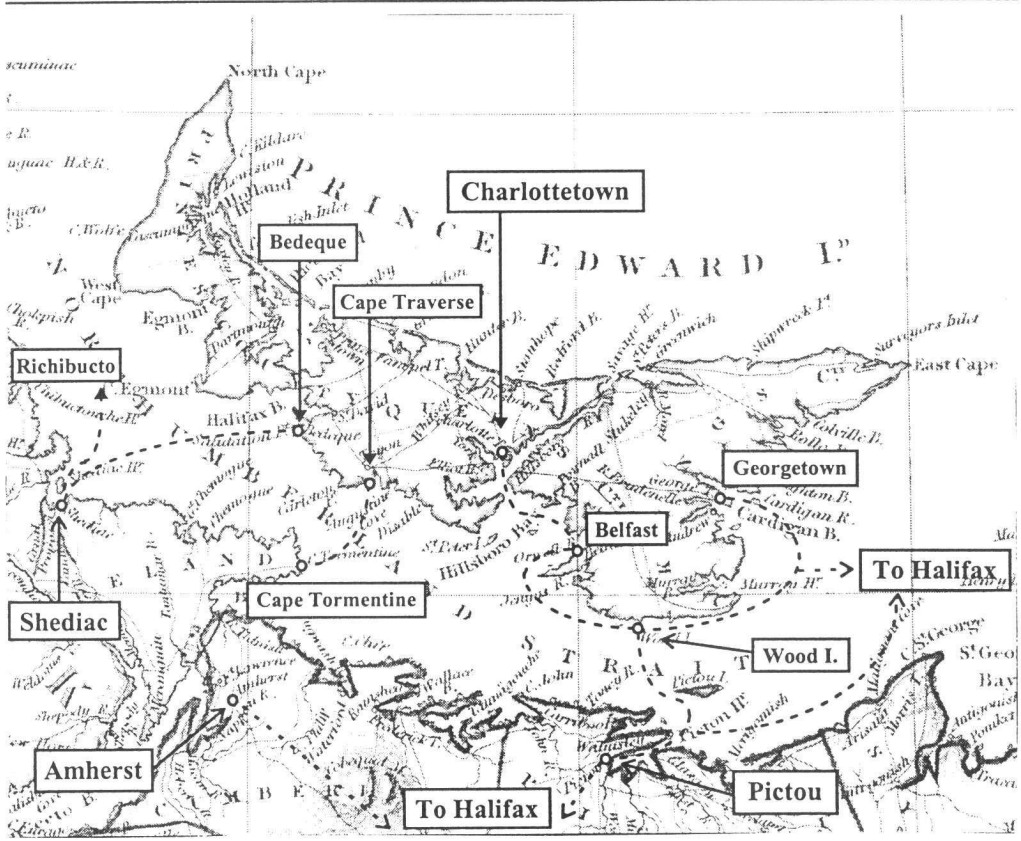


Figure 4: Later options between Halifax and Charlottetown.

18<sup>TH</sup> AND EARLY 19<sup>TH</sup> CENTURY LETTERS RECORDED TO PRINCE EDWARD ISLAND

Ser	Date	From	British	Route	BNA Charges	BNA Route	Arrival	Remarks
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1.	30 Apr 89	Edinburgh	3s 2d	Packet 'Portland'.	5N	Post Office Via Quebec	N/K	Apparently double rate; Edinburgh to London 7d, plus 1s Packet. Routing via Quebec instigated by GPO London - presumably via New York.
2.	2 Mar 91	Edinburgh	1s 7d	Packet 'Grantham'.	N/K	N/K	NS: 22 May 91 SJI: N/K	Addressed care of Messrs Brymer & Belcher, Merchants at Halifax; presumably forwarded privately.
3.	Sep 91	Hamilton	1s 10d	Packet 'Prince William Henry'.	N/K	N/K	NS: 5 Mar 92 SJI: Apr 98	Spink's sale, July 1998. Single rate: Hamilton to Edinburgh 3d, Edinburgh to London 7d, plus 1s Packet.
4.	3 Mar 92	Edinburgh	1s 7d	Packet 'Portland'.	9	Post Office	NS: 15 May 91 SJI: N/K	Spink's sale, July 1998. Apparently overland via Pictou or Tatamagouche.
5.	31 Aug 92	Edinburgh	1s 7d	Packet 'Cumberland'.	N/K	N/K	NS: 2 Oct 92 SJI: Oct 10 92	Single letter. Addressed care of Messrs Brymer, etc, Halifax. Marked with m/s circular arrival (1792 Oct 10) in different hand to addressee's. Received 9 <sup>th</sup> Nov 1792. Presumed carried privately to Charlottetown.
6.	26 Apr 93	Edinburgh	1s 7d	Packet 'Portland'.	2½	Private ship	N/K	Ship fee.
7.	7 Aug 93	London	1s	Packet 'Cumberland'.	9	Post Office	NS: 21 Sep 93	Illustrated in JC Lehr 'PEI'.
8.	29 Jan 94	Edinburgh	3s 2d	Packet 'Portland'.	2½	Private ship	NS: 27 Apr 94 SJI: 10 May 94	Two sheets, rated as double in Scotland. Addressed care of Brymer, etc, Halifax. Marked as 'Ship Letter, receiving notation (Island St. John, 10 May 1794) in different hand than addressee's.
9.	30 May 94	Edinburgh	3s 2d	Packet 'Halifax'.	None	N/K	N/K	
10.	29 Feb 96	Edinburgh	3s 2d	Packet 'Tartar'.	3½: 2½ + 1	Private ship	NS: 23 Apr 96 SJI: 15 May 96	Two sheets, rated as double in Scotland. Addressed care of Joshua Newton, Halifax. Apparently outbound ship letter fee raised in Halifax, plus either incoming ship or delivery charge at Charlottetown.
11.	26 Apr 96	Edinburgh	1s 7d	Packet 'Princess of Wales'.	2½ + 2½	Private ship	N/K	Apparently twice ship charge, by an intermediate port.
12.	2 Jul 96	Edinburgh	1s 7d	Packet 'Countess of Leicester'.	N/K	N/K	NS: 8 Sep 96 SJI: 10 Oct 96	Spink's sale, July 1998.
13.	19 Sep 96	Edinburgh	1s 7d	Packet 'Swallow'.	2½ + 4½	Private ship	NS: 11 Nov 96 SJI: 26 Apr 97	Possibly ship to intermediate port, then charged at inland rate 0-60 miles; or ship and port-to-port.
14.	23 Feb 97	Edinburgh	2s 2d	Packet 'Princess Royal'.	2½ + 1	Private ship	NS: 29 Mar 97 SJI: 5 Jun 97	Outbound plus inbound ship.
15.	8 Mar 97	Edinburgh	None	Private ship	None	Private	N/K	Direct to SJI, apparently by favour.

18<sup>TH</sup> AND EARLY 19<sup>TH</sup> CENTURY LETTERS RECORDED TO PRINCE EDWARD ISLAND

Ser	Date	From	British	Route	BNA Charges	BNA Route	Arrival	Remarks
16.	30 Jun 97	Edinburgh	4s 4d	Packet ' <i>Carteret</i> '.	3½ + 9	Post office	N/K	Total is 1d greater than sum of the parts! Possibly by private ship to an intermediate port and charged 2½d + 1d, there charged a further 9d on to PEI, plus 1d delivery.
17.	2 Feb 98	Edinburgh	4s 4d	Packet ' <i>Harlequin</i> '	3½	Private ship	N/K	Outbound plus inbound ship.
18.	30 Mar 98	Edinburgh	Unclear	HM Cutter ' <i>Constitution</i> '	N/K	N/K	NS: 21 May 98 SJI: N/K	Spink's sale, July 1998.
19.	30 Jun 98	Edinburgh	2s 2d	Packet ' <i>Harlequin</i> '	3½ + 9	Post office	N/K	As per serial 16 above.
20.	28 Sep 98	Edinburgh	4s 4d	Packet	3½	Private ship	N/K	Outbound plus inbound ship.
21.	31 May 99	Hamilton	2s 2d	Packet ' <i>Countess of Leicester</i> '	None	N/K	NS: N/K SJI: 19 Sep 99	Last recorded reference to St. John Island.
22.	13 May 00	Edinburgh	2s 2d	Packet ' <i>Jane</i> '	None	N/K	N/K	Assumed 4½d Cy port-to-port (to an intermediate port) thence by private ship and charged an additional 2½d. Alternatively, 4½d Cy to Truro and a further 2½d to Pictou, no charges marked for crossing to PEI. Second option seems less likely.
23.	26 Sep 00	Edinburgh	4s 4d	Packet ' <i>Mary</i> '	None	N/K	N/K	Assumed private.
24.	30 May 01	Edinburgh	4s 4d	Packet ' <i>Duke of Cumberland</i> '	None	N/K	N/K	Assumed private.
25.	30 Jul 01	Edinburgh	2s 2d	Packet ' <i>Lady Hobart</i> '	4½	N/K	N/K	Port to port charge in North America.
26.	27 Feb 02	Edinburgh	2s 2d	Packet	4½	N/K	NS: 3 May 02 PEI: 2 Jul 02	No Falmouth Packet recorded arriving Halifax, presumably carried on a supplementary sailing.
27.	3 Apr 02	Edinburgh	2s 2d	Packet ' <i>Duke of Cumberland</i> '	4½	N/K	N/K	Port to port charge in North America.
28.	15 May 02	Edinburgh	2s 2d	Packet ' <i>Princess Amelia</i> '	4½	N/K	N/K	Port to port charge in North America.
29.	28 May 03	Edinburgh	4s 4d	Packet ' <i>Townsend</i> '	4½	N/K	NS: 17 Jul 03	Port to port charge in North America.
30.	Apr 04	Charlottetown	1s 10d	Packet ' <i>Duke of Cumberland</i> '	None	Private	NS: 14 May 04	Private.
31.	5 May 06	London	8s	Packet ' <i>Leicester</i> '	None	N/K	N/K	Assumed private, but uncertain.
32.	2 May 14	Charlottetown	6s 6d	Packet ' <i>Express</i> '	1/4	Post office	NS: 3 Jun 14	Double rate to Halifax via Pictou.
33.	1 Aug 14	Charlottetown	2s 2d	Packet ' <i>Princess Mary</i> '	8	Post office	N/K	Single rate to Halifax via Pictou.
34.	15 Feb 15	Charlottetown	4s 4d	Packet	2/	Post office	NS: 14 Mar 15	Double rate to Halifax, winter route, via Amherst.
35.	1 Nov 15	Charlottetown	4s 4d	Packet ' <i>Chesterfield</i> '	8	Post office	NS: 12 Nov 15	Small 'Ship Lre' handstamp (deleted).



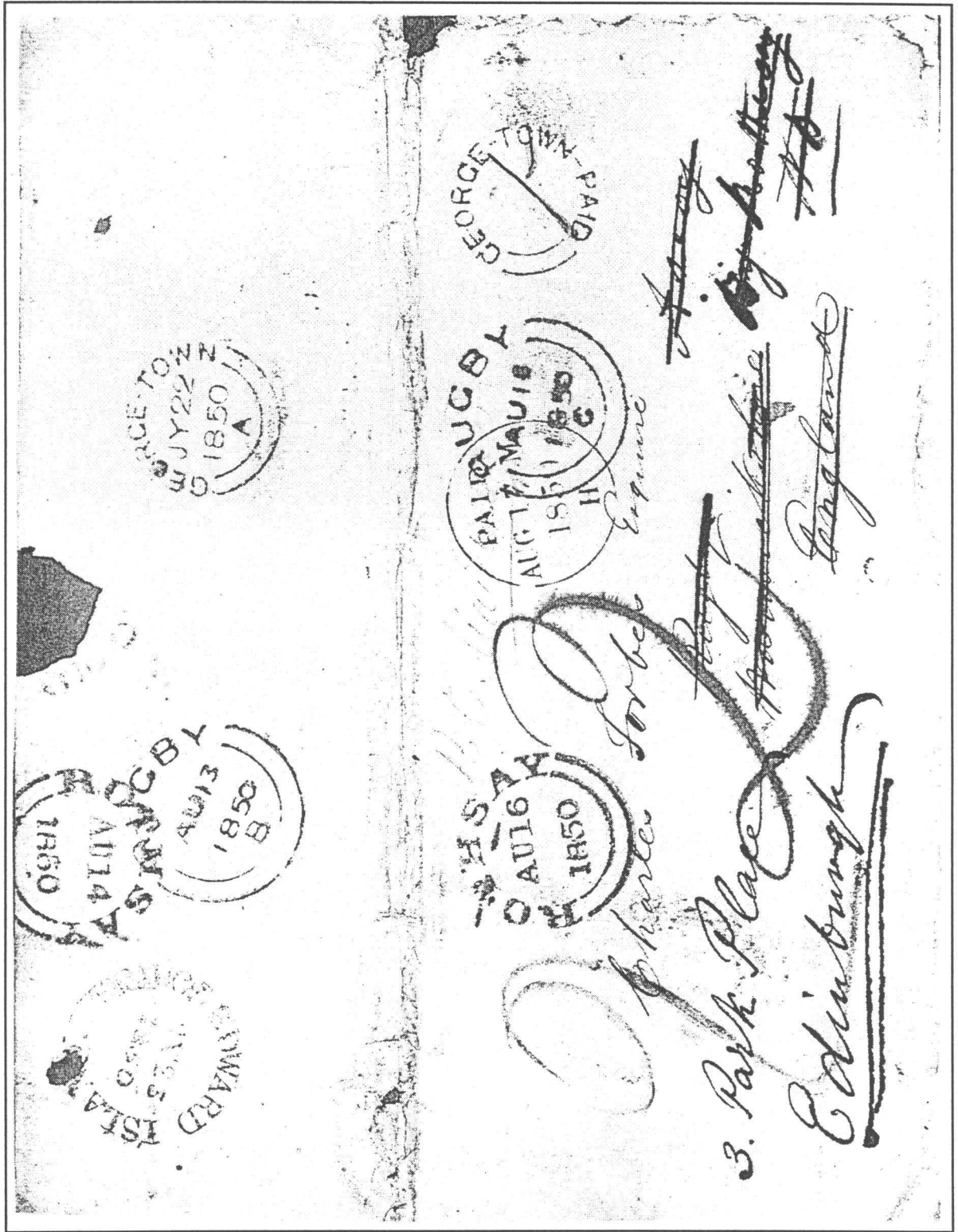


Figure 5: Georgetown, PEI to Edinburgh, Scotland, 22<sup>nd</sup> July 1850.

Allan Griffiths has provided the illustration at Figure 5, a double rate letter posted in the year after the postage between the United Kingdom and PEI was reduced to a shilling, if via Halifax. Paid two shillings at George-Town (and I believe

the only recorded example of this handstamp), it was carried by the Cunard Line 'America' to Liverpool. First addressed to Rugby, it was redirected and charged a further twopence as a double letter to Edinburgh.

## LATER COVERS

The two covers which follow illustrate the period shortly after the reduction in the postage rate between the United Kingdom and PEI to threepence Sterling, fourpence halfpenny Currency. The first (ex Carr collection, present whereabouts unknown) has been franked by two twopence stamps and a bisected penny to make up the fourpence halfpenny Currency rate.

The second, provided by Martyn Cusworth, shows the specially designed stamp used only from June 1870 to February 1872. Both were carried out through Halifax, Nova Scotia, the first by the Inman Line 'City of Baltimore', the second by the Allan Line 'Hibernian'. Other examples of mail carried to and from PEI would be gratefully received.

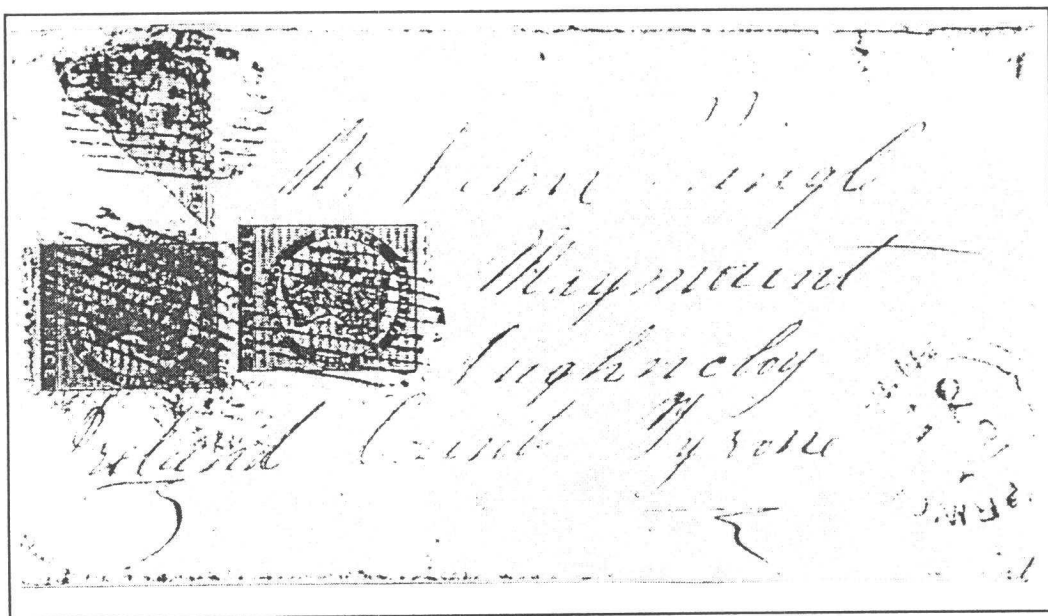


Figure 6: PEI to County Tyrone, 14<sup>th</sup> December 1870.

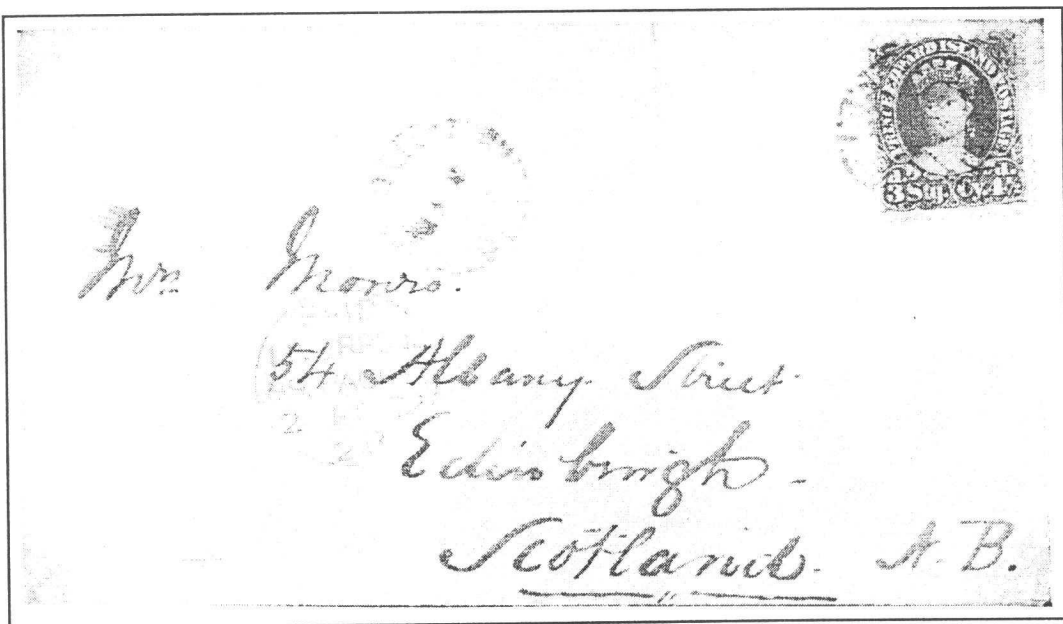


Figure 7: Charlottetown, PEI to Edinburgh, Scotland, January 1872.

I am grateful to Mike Salmon (a collector of Prince Edward Island who has recently joined the Study Group) for the extracts from the Intercolonial Railway 1907 publication which

follow. Although a little later than the period covered, it gives a valuable insight into the routes and methods of communication and a touch of the 'life and times'.

**PUBLICATIONS**

ISSUED BY

**Intercolonial Railway**

**INTERCOLONIAL**

Time Table of Canada's Famous Train  
**"THE MARITIME EXPRESS"**  
 with descriptive notes.

**INTERCOLONIAL**

**"FISHING AND HUNTING"**  
 Descriptive of the Fishing and Hunting Resorts  
 reached by the Intercolonial Railway.

**INTERCOLONIAL**

**"TOURS TO SUMMER HAUNTS"**  
 An illustrated booklet describing the places of most  
 interest to the summer visitor.

VIA THE **INTERCOLONIAL** FOR

**"A WEEK IN THE CANAAN WOODS"**

An illustrated folder interesting to  
 hunters of big game.

**INTERCOLONIAL**

**"THE HUNTING GROUNDS OF THE MICMACS"**

Briefly telling of some Indian historic lore of the North  
 Shore of New Brunswick, and also of  
 its present sporting possibilities

**INTERCOLONIAL**

**"BIG GAME OF THE SOUTH WEST MIRAMICHI"**

Describes a famous hunting and fishing territory—  
 the Fredericton Section of the Intercolonial  
 Railway and how best reached from  
 stations along that division.

Write to General Passenger Department, Moncton, N. B.

**INTERCOLONIAL RAILWAY.**

**MURRAY BAY SERVICE.**

Between Levis and Murray Bay		Between Murray Bay and Levis.	
Levis, Dept.....	† 8.70	S. S. "Champlain".....	
Riviere Ouelle Wharf, Ar.....	11.50	Cap L'Aigle.....Dep	† 6.50
S. S. "Champlain" leaves Riv.		Murray Bay.....	7.00
Ouelle Whf.....Dep	† 12.00	St. Irene.....Ar	7.50
Arrives St. Irene.....	12.50	Riv. Ouelle Wharf.....Dep	8.35
Murray Bay.....	13.30	Levis.....Ar.	19.45

The S. S. "Champlain" will run between Riviere Ouelle Wharf and North Shore weather permitting, and will call at Cap L'Aigle and St. Irene only when there are passengers to land or take on but will not call at these places in rough weather or after dark.

†—Daily except Sunday.

**T**HE INTERCOLONIAL RAILWAY of Canada is in more senses than one the People's Line. As a government road it is owned by the people, and in the operating of the line this principle is ever kept in view, so that the best available service will be given. In another sense it is the People's Line, because it is popular as the great All Canadian system and the only All Rail line from Montreal to the extreme points of the Maritime Provinces. It is equally popular as the great tourist and sportsman's route, and that by which the desirable places in the Provinces by the Sea can be most conveniently reached.

The Intercolonial Railway, with the Prince Edward Island Railway embraces nearly 1,700 miles of thoroughly built road, with rail and steamer connections for many hundreds of miles in addition to this: and it traverses the most varied and inviting tourist country on the continent. Each year the advantages of this route are becoming better known and the volume of travel is increasing, until the country of the Intercolonial attracts tourists from every part of the civilized world.

Starting from Montreal, the Intercolonial crosses the Victoria Jubilee Bridge, passing through the beautiful country east of the Canadian Metropolis, and takes the shortest and most direct route to Quebec. In this noted city, where the romance of history is impressed upon the visitor at every turn, there is much to attract and occupy the stranger, and one would be reluctant to leave it were there not so much of a glorious country yet to be seen along the route to the east and south of the Ancient Capital. Following the south shore of the Lower St. Lawrence, the Intercolonial makes its way among picturesque French-Canadian villages, and reaching such well known summer resorts as Riviere du Loup, Cacouna and Little Metis, with other places most attractive to tourists. Beyond these it traverses the Matapedia Valley and enters upon the great salmon and trout fishing region. This includes the Matapedia and other streams in Quebec, as well as the Cascapedia and other noted rivers in Gaspé, with the famed Restigouche, Nepisiguit and Miramichi in New Brunswick. The Restigouche is the boundary river between the two provinces, and after passing Campbellton the Railway runs along the shore of the Baie des Chaleurs. On the opposite side of this wonderful haven is seen the Gaspé Peninsula, the land of bold and impressive scenery. On the New Brunswick side such places as Dalhousie and Bathurst have much to attract, while further on are the flourishing towns of Newcastle and Chatham. From Chatham, the Fredericton section of the Intercolonial runs through the famous Miramichi District to Fredericton the beautiful capital of the Province, on the river St. John, and along this

Figure 8: Introductory pages on Intercolonial Railway.  
 (Courtesy Mike Salmon)



## INTERCOLONIAL RAILWAY.

### STEAMER CONNECTIONS.

WEATHER PERMITTING

EASTPORT, PORTLAND, BOSTON, ETC.

The Eastern S. S. Co.—advise:  
Commencing April 8th, Steamers of this line will leave St. John on Tuesday and Friday at 6.30 p. m. Returning leaves Boston, Monday and Thursday at 9 a. m.

The Plant Steamship Line advise commencing May 1st.: Steamer leaves Halifax Wednesday at midnight for Boston. Returning leave Boston for Halifax Saturday at noon.

Distance ..... 889 miles

#### NEWFOUNDLAND VIA NORTH SYDNEY.

S. S. "Bruce leaves North Sydney Tuesday, Thursday and Saturday on arrival of Express Train from the west connecting at Port aux Basques with the Reid Newfoundland Company System. Returning, S. S. "Bruce" leaves Port aux Basques Monday, Wednesday, Friday, on the arrival of train leaving St. John's, Newfoundland, Sunday, Tuesday and Thursday at 5 p. m. (Newfoundland time). Sleeping and dining cars on all express trains between St. John's and Port aux Basques.

Distance—108 miles between N. Sydney and Port aux Basques.

**Note**—Passengers from Newfoundland for Montreal and western points should take train No. 20 which makes connection at Truro with Canada's Famous Train, the "Maritime Express."

**HALIFAX, N. S.**—S. S. "Dufferin" leaves Thursdays 10.00 p. m. for Sherbrooke and Intermediate Ports returning Tuesday.

S. S. "St. Pierre Miquelon" leaves Halifax for St. Pierre and Miquelon every alternate Monday dating from November 19th, calling at North Sydney, C.B.

S. S. "Margaret" will leave Cook's wharf every Friday night at 10 o'clock for Sheet Harbor, calling at Jeddore, Owl's Head, Ship Harbor, Tangier and Spry Bay.

S. S. "Kathinka" leaves monthly for Santiago and Jamaica.

S. S. "Atlantic" will sail for Bridgewater direct on Saturday April 6th at 7 a.m. and regularly thereafter on Wednesdays and Saturdays. The steamer calls at La Have and Conquerall Bank.

S. S. "Senlac" leaves every Monday at 5.00 p. m. for Lunenburg, Liverpool, Lockeport, Shelburne, Barrington, Yarmouth.

S. S. "Mahone" will make weekly trip to Mahone Bay, and Chester, calling at Tanook.

Pickford & Black's steamers will leave every twelve days for Bermuda, West Indies, and Demerara. (See daily papers for exact date.)

S. S. Beta will leave on the 20th of every month for Bermuda, Turk's Island, Santiago and Jamaica.

S. S. Boston sails the 28th of every month for Santiago and Jamaica.

S. S. Laupar sails the 12th of every month for Santiago and Jamaica.

S. S. "Bridgewater" will leave Campbell's wharf every Wednesday at 10 p. m. for Port Hillford, Port Bekerton, Isaac's Harbor, Goldboro, Whitehead, Canso, Queensport and Guysboro.

S. S. "Dufferin" will sail from Plant Wharf every Thursday at 10.00 p. m. for Sherbrooke, calling at Port Dufferin, Moser River, Ecum Secum, Marie Joseph, Liscomb and Sonora.

See special notice for Eastport, Portland and Boston connections above.

**IONA**—S. S. "Blue Hill" connects with trains 19 and 20, to and from Baddeck daily except Sunday.

## INTERCOLONIAL RAILWAY.

### STEAMER CONNECTIONS.

STEAMER CONNECTIONS—CONTINUED.

**MULGRAVE, N. S.**—S. S. "John L. Cann" will leave for Canso Tuesday, Thursday and Saturday, and for Guysboro on Monday, and Friday.

S. S. "P. L. M. Paint" will leave daily, (except Sunday) for Port Hawkesbury and Port Hastings, and connecting from the above ports with all regular express trains, until close of navigation.

S. S. "Percy Cann" will leave daily (except Sunday) for Arichat, Petit de Grat

#### PRINCE EDWARD ISLAND.

When navigation opens steamer Empress will leave Point du Chene daily except Sunday for Summerside after arrival of train leaving St. John at 11.45 Moncton 14.45.

**QUEBEC, QUE.**—Ferry steamers (after 25th November) every 30 minutes between Quebec and Levis up to 6.00 p. m., after that hour special trips—From Quebec 7.00 p. m., 9.00 p. m., 11.30 p. m. From Levis 7.30 p. m., 9.30 p. m., and midnight. Sunday every hour until 1.00 p. m., and after that every half hour until 6.00 p. m.

**ST. JOHN, N. E.**—Pickford & Black's steamships will leave fortnightly commencing November 14th, for Bermuda, St. Lucia, Barbados, Trinidad and stop every four weeks at St. Kitts, Antigua, Montserrat, St. Vincent, Grenada, Tobago.

S. S. "Beaver" will leave alternate Thursdays for Albert, Waterside, Riverside, Harvey Bank, Hillsboro and Hopewell Cape.

S. S. "Aurora" of the Grand Manan Steamship's Co.'s Line, will leave Wednesday at 7.30 a. m. for Grand Manan, via Eastport and Campobello. Returning will leave Grand Manan every Monday at 8.30 a. m. for St. John via Eastport and Campobello.

Distance—St. John and Grand Manan, 55 miles.

S. S. "Senlac" will leave Thursdays at 6.00 p. m for Yarmouth and South Shore points.

S. S. "Brunswick" will leave Tuesday evening (according to tide) for Bass River, Maitland, Canning, and Parraboro.

Dominion Atlantic S.S. "Prince Rupert" leaves St. John Monday, Wednesday and Saturday at 7.45 a. m. for Digby; arrives at St. John at 5 p. m.

#### EUROPEAN STEAMSHIP SAILINGS.

##### FURNESS LINE.

FOR LONDON, ENG. FROM HALIFAX	FOR LIVERPOOL, ENG. FROM HALIFAX
S. S. "Kanawha"..... May 17	S. S. "Ulunda"..... May 21
"St. John City"..... ..	"Annapolis"..... June 4
"Rappahannock"..... May 31	"Dahome"..... June 18
"Shepandoah"..... June 15	"Ulunda"..... July 2
"Kanawha"..... June 30	

#### EUROPEAN MAIL SERVICE.

A special passenger and mail train leaves Montreal at 19.45 every Friday for North Sydney, where connection is made with the outward bound mail steamers.

European mail Steamers inward and outward bound will until the season of navigation through the Straits of Belle Isle is open, leave off and take on the mail at North Sydney, and after the arrival of the inward bound mail steamer a special train will be run to Montreal.

Figure 9: Steamer connections to Newfoundland and Prince Edward Island. (Courtesy Mike Salmon)

Comments, further inputs (especially photocopies) and contradictions, please, to:

Malcolm B Montgomery  
76 Glen Eyre Road  
Southampton SO16 3NL ENGLAND  
Telephone 44 (0)1703 768222  
E-mail: malcolmmontgomery@compuserve.com