

**Special Items of Interest**

- CHARLOTTETOWN-SACKVILLE E.J. GALLANT CLERK STRIKE. ONLY KNOWN COPY
- CH'TOWN & MONCTON RPO. ONLY KNOWN STRIKE
- CH'TOWN & SACKVILLE W.E. BEAIRSTO CLERK STRIKE. 1 OF 2 KNOWN
- CH'TOWN & TIGNISH G.R. BEER CLERK STRIKE. 1 OF 2 KNOWN
- 4 LATEST KNOWN DATE RPO STRIKES
- 2 EARLIEST KNOWN RPO STRIKES
- SCARCE WINTER MAIL SERVICE PEI STRIKE
- DISCOVERY COPY OF CH'TOWN & M HRB INDICA "NO"

**BNAPS 2023  
Dartmouth NS  
Sept. 15-17**



*Only known copy of the  
E.J. Gallant Clerk strike  
Aug. 26, 1919*

**Purpose of Exhibit:**

This exhibit will focus on the postal markings of the Prince Edward Island Railway (P.E.I.R.) and its successor, the Canadian National Railways, as well as show some official stationary during the early development of the P.E.I.R. Although you would intuitively expect several of the PEI RPO cancels to be common, this is not the case. For example, the Charlottetown to Moncton RPO strike is only known from a single example included in this exhibit. The Summerside RPO's are extremely scarce and had a very limited use, with the Charlottetown & Summerside being in use for less than one month. The early postmarks, such as the split ring cancels, are also uncommon, as well as the BOAT postmarks used to connect PEI with New Brunswick.

**Historical Background**

The Prince Edward Island Railway (PEIR) played a significant role in shaping the decision of PEI to join the Canadian Confederation. The railway's development and subsequent financial struggles were influential factors that ultimately led to PEI seeking union with Canada.

The construction of the PEIR was a costly endeavor for the small and economically struggling island. The railway project resulted in substantial debt for the provincial government. As a result, PEI found itself facing economic difficulties and limited prospects for growth and development.

The Canadian government, led by Sir John A. Macdonald, recognized an opportunity to negotiate PEI's entry into Confederation. By offering financial assistance and assuming responsibility for the PEIR's debt, Canada aimed to alleviate PEI's financial burdens and provide access to broader economic opportunities through increased trade and transportation connections. PEI's small population and limited resources made it challenging to sustain the railway's operations and maintain its financial viability. Joining Canada offered the island a more stable and secure economic future, with access to federal funds for infrastructure development and the potential for increased trade and commerce.

Ultimately, the financial strain caused by the PEIR and the desire for economic stability led Prince Edward Island to enter into Confederation.

**What's Missing**

The only RPO route missing in this exhibit is Charlottetown to Georgetown. It should be noted that there are no known covers, and only a partial strike on a 2 cent Victoria numeral has been recorded.

Exhibit Plan
1. Official P.E.I.R. Stationary
2. RPO's of PEI
3. Boat Crossings
4. Agent & Accountancy Markings
5. Emergency Marking

Selected Bibliography	
Gray, Ross; CATALOGUE of CANADIAN RAILWAY CANCELLATIONS and Related Railway Postmarks including Selected Waterway Postmarks BNAPS Ltd	Gray, Ross; Railway Postmarks of the Maritimes 1866-1971 Canadian RPO Study Group BNAPS Ltd. 2000
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