

THE R. P. O. NEWSLETTER  
OF THE CANADIAN R. P. O. STUDY GROUP (BNAPS)

Volume VI, no.4.

Annual Meeting at the Convention.

13 people were present at the Annual Meeting of the study group at Palm Beach. Our discussions centered around future plans for the Newsletter, the Column in Topics, and the Ludlow publications. Because of a lack of response by members, the number of Newsletters was cut from 3 in the first half to 1 in the second half of 1978. Although this reduced our estimated costs in 1978, it was still recommended and passed that dues for 1979 be \$5.00. This would allow for 6 Newsletters if sufficient material were submitted and the response warranted that many. Lew is committed to finishing the revised Catalogue Section of the handbook by the end of 1979, with the complete handbook on the Maritimes coming about a year later.

There was broad agreement that the Cowcatcher Column in Topics should contain some general information on the broad R.P.O. field as well as the present material, which is of interest only to specialized R.P.O. collectors. This is in agreement with discussions the Board of Directors has had concerning Study Group columns in Topics. Perhaps we should also cut back on some of the present type of material in the Newsletter. The few responses I have received on this indicate satisfaction with the present material, but this covers only one third of the members.

Finally, there was considerable discussion on the subject of "keeping R.P.O.'s pure" and having separate sections for all corollary groups such as boat runs, plane runs, emergency strikes, clerk cancels, facing slips, etc. There was agreement that all directions and special markings should be listed, perhaps in a special section as is now done for train numbers. It was agreed that the RF rating should depend only on the scarcity of the R.P.O. strike. This should automatically make early strikes have higher ratings because of the general scarcity and higher cost of this philatelic material. It would then be up to collectors to increase prices as required to cover the higher value due to the stamp or cover itself.

New Members

After remaining static in membership for a year or so, we have added the following new members during the last 6 months:

62. Carleton Smith	261 Thorner Dr., Hamilton, Ont. L8V 2M6
63. (Mrs.) Margaret Toms	321 Crawford St., Orillia, Ont. L3V 1K2
64. H. G. Walburn	Box 279, Kelowna, B.C. V1Y 7N5
65. Henry N. Williams	50 Ross Brook Dr., Rochester, NY 14625
66. Warren Bosch	2915 South Vassar, Melbourne, FL 32901

Total membership is now 46. Everyone but these new members should send \$5.00 dues for 1979 to Jim Lehr.

Those Multiplying Western Runs

There are probably more new train numbers (and new runs as well) showing up for the Western segment than for any other group. Jack Wallace is trying to prepare an updated list of all the train numbers for each Western run. A big job! How about checking your collection and send Jack data on runs you have which are not listed in Lew's Handbook. You may have some real rarities.

A Note from Bill Robinson

Got a letter from Bill Robinson back in July which was cancelled with W-160M. As Bill reported, "Apparently, the small post office at Egmont, B.C. - about 40 miles northwest of Vancouver - was robbed recently, and all the hammers taken along with the valuables. They were using this (rubber) hammer plus the No.3 steel hammer and a blank boxed "R" registration marking until new hammers were delivered." Jack had an illustration with V by obvious rubber stamp in the blank center of the No. 3 steel hammer.

15  
1978  
My cover has 15 V in the center and looks just like the rest of the hammer.  
78

Jack also reported two examples during 1916 of the clerk's initials "RJH" being used in place of the year in the indicia of a W-30 hammer used on trains 13 and 14. I had forgotten about this and had just sent Lew a postcard I found (in a recent collection just bought) with the same initials. Take a second look at your W-30 duplicates and someone may come up with copy #4. *Incidentally, mine was on train 4 (not 14)*

Other New Runs

Found several other new and missing runs in that collection I bought.

- 1) The first copy of M-126 on postcard, with everything but TRU clearly shown. W, 9/6/13
- 2) The first copy of M-36C, the CAMPELLTON error, a full strike on postcard. No train number or direction, 3/23/17
- 3) The first copy of Q234, a full strike on stamp. E, 3/26/ 2 (probably 02)
- 4) The second copy of M-136, an almost full strike on postcard. SOUTH, 7/3/85
- 5) A new run - LONDON & WINDSOR/R.P.O. type 17H. E, 210/99, a full strike on a map stamp. It seems strange that an unrecorded new run could be found dating this far back, but there it is. *no it isn't! It was O-166.*

Have sent all these, plus another possible new MONT. & TOR. G.T. Ry./? run which would be a type 4, to Lew but haven't heard back from him yet on all of them.

Some Thoughts To Chew On

Am attaching a letter from Jim Miller which has a number of questions and comments for consideration by Lew (in his publications) and the Study Group in general. As mentioned earlier, some of these were discussed at the Palm Beach meeting. If you have a position on any of these, now is the time to let everyone know it.

Swapping Dept.

I have a duplicate cover of R-176, WELLAND RAILROAD? with UP which I would trade for a cover with DOWN. Also have a duplicate postcard of R-96B, NORTHERN RAILWAY/ for trade (with a Toronto 1896 squared circle). Anyone interested?

Maybe this will induce others of you to use the "Swapping Dept." of the Newsletter. Just another service!

### Another Dating List From Lew

"Attached to this Newsletter is a draft of the earliest and latest year dates for the runs of Quebec. This list is very rough. It is not as accurate as our previous Maritime list, which had the benefit of input and feedback of the Cowcatcher Column. Accordingly, this Quebec list merits the attention of all since we know beforehand that there will be many changes.

Where possible, in submitting an earlier or later date, please send a Xerox copy for confirmation; there are many unconfirmed runs in this list, and a significant number of these are the result of errors in identification and reporting. Accordingly, whenever you have an unconfirmed run, please check it carefully for accuracy.

Many thanks in advance for the help of the Study Group members; after receiving substantial input, we will put out a revised Quebec list in the Newsletter showing the changes that have been made."

Lew Ludlow

Why don't you check your collection and get this list off to Lew this week. Incidentally, I have extra copies of the Newfoundland, Maritimes and Quebec lists.

### Request From New Member

One of the new members listed earller, Carleton Smith, would like to borrow a complete file of Newsletters so that he could Xerox and then return them. Someone in Ontario would probably be most convenient. He will pay postage both ways. I supplied most of the recent copies but he needs the early ones.

### Jim Miller Sells

Jim Miller, the best known dealer in RPO's has sold his postal history and auction business to Robert A. Lee (P.O. Box 937, Vernon B. C.) Faced with a decision to cut back either on business or collecting, since there just wasn't time for both, Jim decided to stay with collecting. However, he will remain active in the postal history field and will work with Bob for the next year to help with the changeover.

Jim has been of much help with this Newsletter and we look forward to hearing from him even more often in the future. We hope Bob will continue to supply us with new information and finds as they come up.

### Van Horne, B. C.

Ken Ellison sent the attached write up he prepared on Savonas Ferry (Van Horne) Post Office. Though not about any R. P. O., it is interesting and typical of how post offices developed during railroad construction

### Early M-86

Had a letter in October from George Smalley, who checked his collection after reading the Cowcatcher and found a M-86 on a 2¢ Edward, with W, 4/9/04. This is a full year earlier than the previous early date which I had. Hope you have reported this to Lew, George.

### Additional Finds

Had a chance to meet new member Dave McKain at the convention in Florida, always one of the more enjoyable parts of going to the conventions. He reported finding

the second copy of M-71 and the first copy of 0306B (previously only the proof was known). Dave is Lew's cousin and has the same drive. He just started collecting R.P.O.s a couply years ago and now has over 900 runs. Dave has his own company and told of the time his wife had to run their booth at an industrial show because Dave found a dealer in Chicago with a large stock of unpicked old cheap Canadian stamps. Hehad to stay and go over the stamps, since the dealer wouldn't let him take them out. That's how to build a collection in a hurry.

All for now,

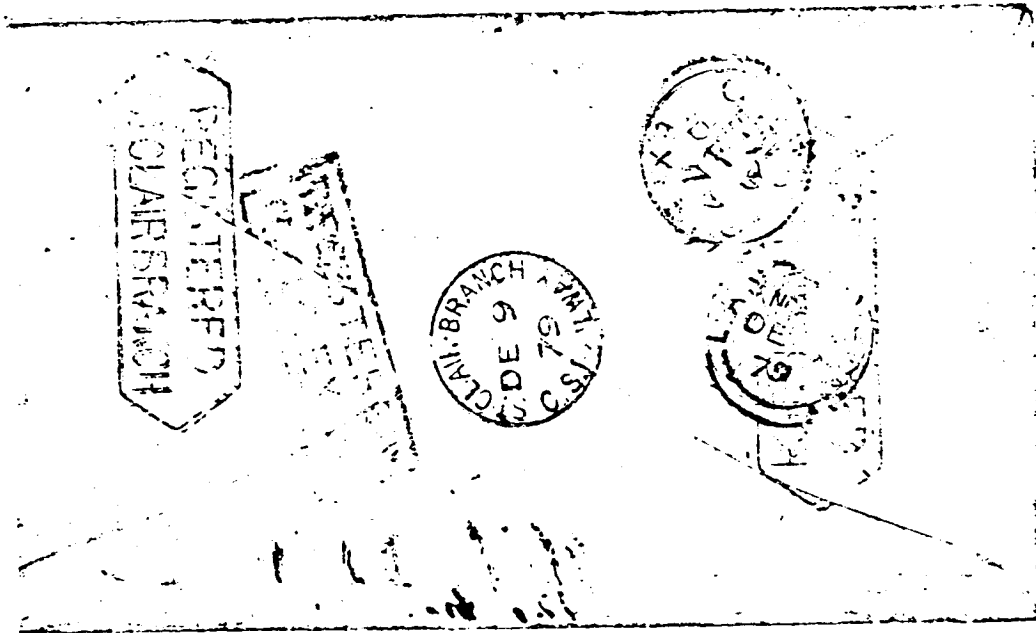
Jim Lehr

CANADIAN RAILWAY CANCELLATIONS

*Ludlow Collection*

Canada Southern Railway  
London & Port Stanley Railway  
Great Western Railway

1879



Registered at Brigden, near Sarnia, for Toronto, probably through St. Thomas and London, via

St. CLAIR BRANCH / C. S. RAILWAY	DE 9, 79	R-150
REGISTERED / St. CLAIR BRANCH	Two Strikes	R-140
L. AND P. S. R.R.	NORTH, DE 9, 79	R-79
G. W. R. / EXPRESS	EAST, DE 9,79	R-60
REGISTERED / G. W. R. EXP <sup>s</sup> .	One Strike	R-128A

3¢ Small Queen and 2¢ Registration frank this extraordinary cover which received five different railroad postmarks from three different railways all on the same day.



# JIM MILLER LTD.

Box 160  
Kamloops, British Columbia, Canada  
V2C 5K6

Philatelist, Postal  
History Specialist, and  
Professor of Geography

August 21, 1978

Dear Jim:

I am in receipt of your letter of August 16 regarding Florida. I will not be able to make it, distance and time being the problems. I have been really busy lately with the switch-over to Bob Lee taking over my postal history business. The auction catalogues went into the mail today, so perhaps you will have received it by the time you get this letter. Bob and I will be putting out a mail sale next week. So the battle goes on! Since I am still acting as a dealer (as buyer for Bob), I think I had better stay out of any club positions--as we had discussed in a recent letter. I certainly hope however that if you plan on leaving as the RPO bulletin editor, that someone else steps in and the bulletin continues.

As I may have mentioned before, perhaps a personal letter to several other members might bring results.

Here's a few comments that may be useful information:

- W-51A I have handled about 10 copies in the past few months.
- I agree with Lionel Gillam's comment re: Via Aeroplane cancels--let the AMF people list these. Also I do not like the idea of listing Wax seals included with the regular runs--let them be in a separate category.
- As for Gambier, B.C., Burrard Inlet, B.C., and Father Point, PQ, these bear further research, as indeed some were actually cancelled on the boats. I might add that the Seymour Arm Sub-PO Sicamous cancels that I have written about earlier were definitely cancelled on board the boat--I have seen it myself--complete with sorting, etc. The registration book never left that boat. I am rather surprised not to see these listed--and I feel that this should be an agenda topic at the BNAPS meeting.
- Clerk cancels should all be listed in a separate section, and identification made as to their known existence, perhaps 3 categories be set up, one for facing slips, one for known copies used on philatelically inspired mail, and one for legitimate usage, like on backs of registered covers. Yes, these cancels had a definite purpose, but one cannot overlook that many were postally used. For example, the MOON cancels of the 1950's were intended for use on money orders only, yet many became used for cancelling mail. So the same is true of the clerk cancels used on registered mail as transit backstamps. I think an inventory should be taken of all the known clerk's cancels that are postally used.
- Also what about the emergency cancels--should these all be put into a separate listing? I think so. Also there are quite a few philatelic usages--many of which are not even transportation related, such as when a PO burned down, or lost hammer, or? I don't really understand why they are included in the RPO catalogue?????
- I hope that if a new RF is set up, then the inventory is used. However, some provision

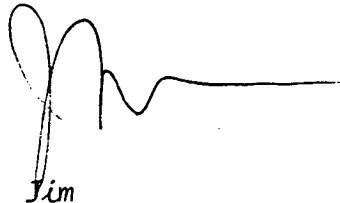


is going to have to be made for scarcity in terms of the following items:

1. I think that the earlier type 4 and 6 cancels, many of which are found only as b/s stampless covers, are rare--condisering the demand. For example if there are 10 known copies of a type 6 run, and 10 known copies of a run in the 1940's, the earlier stampless cover would bring probably at least 100.00 in auction--what would the 1940's cover bring--probably 25.00 at most. So you see, a provision should be made for the earlier types--I have talked with Joe Purcell at length about this in the past.
  2. Now that Lew is doing these run analysis (like for Maritimes), do we now begin to sort out RF for each different hammer--like is done with the squared circles?
  3. How does one sort out RF between copies on stamp/piece, and on cover, and as backstamps?
  4. What about philatelic useages?
- Perhaps these could be a few questions raised at the BNAPS meeting.

Well, I hope that there are a few ideas here for you to consider, I'm glad you have asked me to respond to your letter, and I hope that others will do so too.

Sincerely,



Jim

The following is a list of the currently known earliest and latest YEAR dates of all the Quebec R.P.O. runs. If you have an earlier or later YEAR date of any of the indicated runs, please make an extra copy of this list, cross out the typed date and enter your full date in RED ( e.g. 12/28/97 ), and return the extra copy to Lewis M. Ludlow, 6-17 Shibaura 4-Chome, Minato-ku, Tokyo 108, JAPAN. Those dates in brackets ( ) are estimated and unconfirmed; if you have ANY date for a run in brackets, please cross out the typed date and enter yours. OPK = Only Proof Known. DO = Destruction Order Strike Known. SS = Survey Strike Known.

Q-1 1866	Q-20B 1961-1966	Q-42 1900-1928	Q-52C JT 1912	Q-66 1913-1926
Q-2 1919-1926	Q-20C 1912-1914	Q-42A 1907	JD 1911	Q-66A 1931
Q-3 Unconfirmed	Q-21 1898-1918	Q-42B 1910	JH 1913	Q-67 1896-1928
Q-4 1892-1898	Q-22 1923-1931	Q-43 1900-1961	Q-52D 1908	Q-68 1899-1913
Q-5 1906	Q-22A 1944-1951	Q-43A Unconfirmed	Q-52E 2¢ Edward	Q-68A 1920
Q-6 1899-1906	Q-22B 1919-1923	Q-43B 1912-1914	Q-53 1908-1919	Q-68B Unconfirmed
Q-6A 1919	Q-23 1910-1931	Q-44 1899-1911	Q-53A OPK 1914	Q-69 1880-1895
Q-7 1915-1943	Q-24 1912-1931	Q-45 - JAD 1916-1919	Q-54 1910-1945	Q-70 1928-1933
Q-8 1913-1937	Q-25 Unconfirmed	- PER 1942-1943	Q-55 1900-1911	Q-71 1933-1934
Q-8A 1911-1912	Q-26 Unconfirmed	- HG 1912	Q-55A 1926	Q-72 1934-1955
Q-9 1908-1918	Q-27 1920-1921	Q-45A -JAP 1910	Q-55B 1940-1945	Q-73 1922-1957
Q-10 1918-1925	Q-28 1926	- HH 1912	Q-55C OPK 1914	Q-74 1919
Q-11 1914-1953	Q-29 Unconfirmed	Q-45B 2¢ Edward	Q-55D 1926	Q-75 1906-1919
Q-12 ( 1927-1930 )	Q-30 1¢ Admiral	Q-45C 1933-1934	Q-55E 1915	Q-76 1893-1903
Q-13 1951-1956	Q-31 1925-1944	Q-46 Unconfirmed	Q-56 1912-1931	Q-76A 1929
Q-13A 1951-1954	Q-31A Unconfirmed	Q-46A - JGB - 1929	Q-57 1895-1907	Q-76B 1892
Q-14 1922-1938	Q-31B 1888	- JHDF- <sup>1929-</sup> <sub>1935</sub>	Q-58 1899-1908	Q-77 1917-1929
Q-15 1912-1922	Q-32 1935-1956	Q-46B 1919	Q-59 Unconfirmed	Q-77A OPK 1925
Q-16 1931-1961	Q-32A 1947-1966	Q-46C 1915	Q-61 Unconfirmed	Q-78 1908-1916
Q-16A 1943-1944	Q-32B 1952	Q-46D 1920	Q-62 Unconfirmed	Q-78A ( 1912 )
Q-16B 1955-1964	Q-33 1919-1924	Q-47 1901-1928	Q-63 1856-1857	Q-79 1903-1923
Q-17 1927-1931	Q-34 1904-1914	Q-48 1908-1929	Q-64 Unconfirmed	Q-80 Unconfirmed
Q-17A OPK 1938	Q-35 1896-1901	Q-49 1917-1919	Q-64A Unconfirmed	Q-81 Doubtful
Q-17B - B 1915	Q-36 1915-1931	Q-50 1915-1929	Q-64B 1955	Q-82 1930-1956
- R 1915	Q-37 Unconfirmed	Q-50A Unconfirmed	Q-65 1932-1948	Q-83 1858-1859
Q-17C ca 1954	Q-38 1915-1961	Q-50B 1915-1924	Q-65A 1949-1958	Q-83A 1860-1861
Q-18 Unconfirmed	Q-39 Unconfirmed	Q-51 1896-1900	Q-65B 1958	Q-84 1928-1938
Q-18A ( 1955 )	Q-39A Doubtful	Q-52 1900-1928	Q-65C 1932-1945	Q-86 JRS 1919
Q-18B Unconfirmed	Q-40 1912-1920	Q-52A - JAP 1910	Q-65D 1948-1960	MJEB 1915-1918
Q-19 Unconfirmed	Q-40A Unconfirmed	-JEB 1910	Q-65E OPK 1924	LAB Unconfirmed
Q-20 1910-1912	Q-40B 1914	Q-52B - JRG ( 1911 )	Q-65F 1949-1957	Q-87 1924
Q-20A 1958-1964	Q-41 1923-1945	- ER 1912	Q-65G 1971	Q-88 1861

Q-89 Unconfirmed	Q-112 1894-1900	Q-133 Unconfirmed	Q-155 1885-1893	Q-167D 1966
Q-89A 1858	Q-113 1923-1929	Q-133A 1927	Q-155A 1902-1910	Q-167E 1918-1920
Q-90 1897-1916	Q-114 Unconfirmed	Q-133B 1928	Q-155B 1890	Q-168 To be confirmed
Q-91 1916-1927	Q-115 1916-1938	Q-134 1919	Q-156 1918-1971	Q-169 1901-1971
Q-92 JB 1925-1929	Q-116 1939-1955	Q-135 1908-1931	Q-156A (1956)-1971	Q-170 1911-1947
HL 1928-1930	Q-117 1918-1924	Q-136 1916-1931	Q-156B 1947	Q-171 OPK 1890
AG Unknown	Q-118 1921-1922	Q-137 1896-1912	Q-157 1923-1925	Q-171A 1926
Q-92A 1928	Q-119 1912-1917	Q-138 1892-1918	Q-158 Unconfirmed	Q-171B Unconfirmed
Q-93 Unconfirmed	Q-120 1927-1956	Q-139 Unconfirmed	Q-159 1919-1931	Q-171C (1965)
Q-94 1885-1919	Q-120A Doubtful	Q-140 Unconfirmed	Q-160 1916-1918	Q-171D 1965
Q-95 1855-1857	Q-120B 1941	Q-140A 1901	Q-160A (1932)	Q-171E 1946
Q-95A 1859	Q-120C OPK 1956	Q-141 Unconfirmed	Q-161 Unconfirmed	Q-171F (1963)
Q-96 1859-1861	Q-120D 1965-1970	Q-142 1895-1907	Q-161A Unknown	Q-172 Unconfirmed
Q-97 Unconfirmed	Q-120E WB (1928)	Q-143 1915-1931	Q-162 1921-1958	Q-173 1929-1967
Q-98 Unconfirmed	JE (1936)	Q-144 1907-1915	Q-163 Unconfirmed	Q-173A 1926
Q-99 Unconfirmed	Q-121 1913-1958	Q-145 1931-1956	Q-164 1932-1964	Q-173B 1954
Q-100 1858-1862	Q-121A 1897	Q-146 1905-1928	Q-164A 1930-1931	Q-174 1891-1899
Q-101 1858-1860	Q-121B 1948	Q-147 1934-1959	Q-164B 1926	Q-175 1901-1913
Q-102 Unconfirmed	Q-122 1932-1944	Q-148 1937-1960	Q-164C 1961-1970	Q-176 1914-1921
Q-102A 1881-1890	Q-122A 1928	Q-149 1908-1935	Q-165 1891-1971	Q-176A 1945-1956
Q-102B 2/ Vict. Num.	Q-123 1908-1919	Q-149A HC 1943	Q-165A 1926	Q-176B 1954
Q-102C 1889-1890	Q-123A 1904-1917	PSJ 1932	Q-165B (1955)	Q-176C (1953)
Q-103 1859-1860	Q-124 Unconfirmed	Q-150 1934-1959	Q-165C (1955)	Q-176D (1954-1958)
Q-104 1857-1859	Q-125 1855-1861	Q-150A (1943)	Q-165D Undated	Q-176E 1961-1965
Q-105 Unconfirmed	Q-125A Unconfirmed	Q-151 1930-1958	Q-165E 1967	Q-176F 1960
Q-106 Unconfirmed	Q-126 Unconfirmed	Q-151A JM (1918)	Q-165F 1960-1967	Q-176G 1919
Q-107 1903-1917	Q-127 Unconfirmed	HC 1931	Q-165G 1965	Q-177 1929-1947
Q-108 Unconfirmed	Q-128 1890-1897	Q-151B 1946	Q-165H 1967-1971 Undated -HT	Q-177A Unconfirmed
Q-108A 1896	Q-128A OPK 1888	Q-152 Unconfirmed	Q-166 (1966)	Q-177B Unconfirmed
Q-108B 1920	Q-129 1919-1958	Q-152A Unknown	Q-166A 1900	Q-177C 6/ S.Q.
Q-109 Unconfirmed	Q-129A (1923)	Q-152B 1882-1885	Q-167 Unconfirmed	Q-178 1932-1939
Q-109A OPK 1927	Q-130 1931-1960	Q-153 1894-1896	Q-167A Unknown	Q-179 1903-1931
Q-110 1911-1923	Q-131 1927-1936	Q-153A 1894-1897	Q-167B 1913-1924	Q-180 1922-1928
Q-110A Unconfirmed	Q-131A 1858	Q-154 Unconfirmed	Q-167C JT 1937-1938	Q-181 1913-1920
Q-111 3/ S.Q.	Q-132 1900-1903	Q-154A 1926	FL 1959	Q-182 1893-1903
Q-111A 1881	Q-132A 1917	Q-154B Unconfirmed	HW 1954	Q-183 1903-1912



Q-184 1905-1913	Q-197 1894-1911 (5) 1894-1909 (20)	Q-212A 1892	Q-235 Unconfirmed	Q-257 1938 1961
Q-184A 1959	Q-197A 1900-1902	Q-213 1894-1904	Q-235A 1879-1883	Q-258 1879-1884
Q-184B ( 1955-1958 )	Q-198 1910-1922	Q-213A Unconfirmed	Q-236 Unconfirmed	Q-259 Unconfirmed
Q-184C ( 1932-1954 )	Q-198A Unconfirmed	Q-214 Unconfirmed	Q-237 Unconfirmed	Q-260 1890-1896
Q-184D OPK 1914	Q-199 Doubtful	Q-214A 1926-1945	Q-238 1890-1905	Q-260A 1890
Q-184E OPK 1914	Q-200 Unconfirmed	Q-215 Unconfirmed	Q-238A 1903	Q-260B 1890
Q-184F 1936-1951	Q-201 1935-1958	Q-216 Unconfirmed	Q-238B Unconfirmed	Q-260D OPK 1880
Q-184G OPK 1928	Q-202 See Q-244	Q-216A 1910	Q-239 Unconfirmed	Q-261 Unconfirmed
Q-184H OPK 1910	Q-202A ( 1955 )	Q-216B 1900	Q-240 Unconfirmed	Q-262 Unconfirmed
Q-184I 1909	Q-202B ( 1955 )	Q-216C 1899	Q-241 1915-1935	Q-263 1905-1931
Q-185 1909-1912	Q-202C 1955	Q-217 1897-1956	Q-241A 1908	Q-263A Unconfirmed
Q-185A 1935-1946	Q-203 1928-1947	Q-218 1915-1959	Q-241B 2 $\frac{1}{2}$ Edward	Q-263B 1919
Q-185B 1946	Q-203A Unconfirmed	Q-219 1908-1958	Q-242 1904-1912	Q-264 1903
Q-185C OPK 1913	Q-203B 1905-1925	Q-220 1924-1926	Q-243 1909-1935	Q-264A 1920
Q-186 Unconfirmed	Q-203C 1947	Q-220A ( 1937-1940 )	Q-243A 1928	Q-264B 1909-1916
Q-186A 1901-1905	Q-204 1915	Q-220B 1948-1957	Q-244 1937-1956	Q-264C 1917
Q-187 1905-1929	Q-204A 1905-1910	Q-220C 1937	Q-245A 1897-1901	Q-264D Unconfirmed
Q-187A Unconfirmed	Q-204B 1959	Q-221 Unconfirmed	Q-246 Doubtful	Q-264E OPK 1914
Q-187B 2 $\frac{1}{2}$ Vict. Num.	Q-204C 1926-1957	Q-222 1858-1861	Q-247 Unconfirmed	Q-264F 1911
Q-188 1891-1914	Q-204D 1948	Q-223 1863-1865	Q-248 1928	Q-265 Unconfirmed
Q-189 1891-1925	Q-204E OPK 1924	Q-224 1864-1869	Q-248A 1966-1967	Q-266 1930-1931
Q-190 1899-1905	Q-204F Unconfirmed	Q-225 1855	Q-249 Unconfirmed	Q-266A 1963
Q-191 Unconfirmed	Q-204G 1975	Q-225A Unconfirmed	Q-249A 1881-1894	Q-267 Doubtful
Q-192 Doubtful	Q-205 1918-1922	Q-226 1914-1957	Q-250 1894-1897	Q-268 1919-1929
Q-193 Unconfirmed	Q-205A 1920-1922	Q-226A 1871	Q-251 1917-1932	Q-268A 1915-1918
Q-194 Unconfirmed	Q-205B 1919	Q-227 Unconfirmed	Q-252 1889-1897	Q-269 1913-1914
Q-195 Doubtful	Q-206 1923-1939	Q-228 Unconfirmed	Q-252A OPK 1888	Q-270 1899-1912
Q-195A Doubtful	Q-206A Unconfirmed	Q-229 1926-1929	Q-252B OPK 1889	Q-271 1911-1914
Q-195B OT 1893-1896	Q-206B 1917-1928	Q-230 1892-1905	Q-253 1932-1937	Q-272 1908-1924
13 1896-1899	Q-207 1909-1938	Q-230A 1894-1895	Q-253A 1940-1941	Q-272A 1911-1912
Q-195C 1896	Q-208 1939-1957	Q-230B 1906	Q-253B Unconfirmed	Q-273 Doubtful
Q-195D 1893-1897	Q-208A 1912	Q-231 1890-1905	Q-254 1914-1925	Q-274 1917-1928
Q-196 5 1894	Q-209 1893-1904	Q-231A 1896	Q-254A OPK 1925	Q-274A 1919
18 1894	Q-210 1899-1904	Q-232 1862-1872	Q-255 1909-1914	Q-275 1920-1944
20 1894	Q-211 Unconfirmed	Q-233 1865-1868	Q-255A 1919	Q-276 1931-1936
Q-196A 1911-1912	Q-212 1893-1898	Q-234 1902	Q-256 1905-1911	Q-276A 1888-1890

Q-276B 1948-1959	Q-294 3¢ S. Q.	Q-313 Doubtful
Q-276C Unconfirmed	Q-296 1880	Q-314 Unconfirmed
Q-276D 1948	Q-297 1895-1912	Q-315 1931-1957
Q-277 1892-1903	Q-297A OPK 1888	Q-315A 1941-1944
Q-278 1914-1919	Q-298 1890-1894	Q-315B 1944-1957
Q-279 Unconfirmed	Q-299 Unconfirmed	Q-316 1913-1925
Q-279B HG 1911-1913	Q-300 1862-1865	Q-317 Unconfirmed
JL 2¢ Edward	Q-300A Unconfirmed	
Q-280 Unconfirmed	Q-301 Unconfirmed	
Q-281 1902-1928	Q-301A 1911-1917	
Q-282 Unconfirmed	Q-302 Unconfirmed	
Q-282A 1919	Q-302A 1940-1950	
Q-283 Unconfirmed	Q-303 Unconfirmed	
Q-283A 1953	Q-304 1914-1945	
Q-284 1926-1928	Q-304A 1925-1950	
Q-284A Unconfirmed	Q-304B 1917	
Q-284B 1926	Q-305 1908-1920	
Q-284C 1926	Q-305A OPK	
Q-284D 1927-1929	Q-305B 1919	
Q-285 1929-1956	Q-306 Unconfirmed	
Q-285A 1926-1927	Q-307 1895-1896	
Q-285B 1929	Q-307A 1896	
Q-286 Unconfirmed	Q-308 Unconfirmed	
Q-287 Unconfirmed	Q-309 1926-1952	
Q-288 1939-1950	Q-309A 1919	
Q-288A 1954-1962	Q-309B 1946	
Q-288B 1961	Q-309C 1947	
Q-289 Unconfirmed	Q-310 1914-1946	
Q-289A Unconfirmed	Q-310A JL 1911-1912	
Q-290 1896-1909	JD Unconfirmed	
Q-290A 3¢ Maple Leaf	Q-310B Unconfirmed	
Q-291 Unconfirmed	Q-310C OPK 1938	
Q-292 Unconfirmed	Q-310D 1911-1912	
Q-293 1918-1927	Q-311 1914-1933	
Q-293A Unconfirmed	Q-312 Unconfirmed	

## VAN HORNE, BRITISH COLUMBIA

SAVONAS FERRY was situated near the west end of Kamloops Lake, some 23 miles west of Kamloops. Here in 1884 the contractor, Andrew Onderdonk, was completing the government railway line from Port Moody which was to form part of the Canadian Pacific Railway transcontinental line. On August 10th of that year William Cornelius Van Horne, the general manager of the CPR, was inspecting the line and saw that his name had been erected on the station at Savonas Ferry. It is reported that he ordered the sign removed and thus dashed the hopes of those behind the renaming move.

The cover illustrated, of December 23, 1891, shows that some area people still referred to Savona as Van Horne, and that the Post Office knew where to deliver the letter.

Officially the Post Office records show that the Savonas Ferry Post Office was opened on June 1, 1881 with Elizabeth J. Wren as Postmistress. By 1891 most of the settlement, and the post office, had moved from the north to the south side of the lake where the Canadian Pacific route was located. It was on October 1, 1896 that the name was shortened to Savona and the post office remains open to this day. In B.C.'s Colonial days a post office was open briefly from 1866 to 1870.

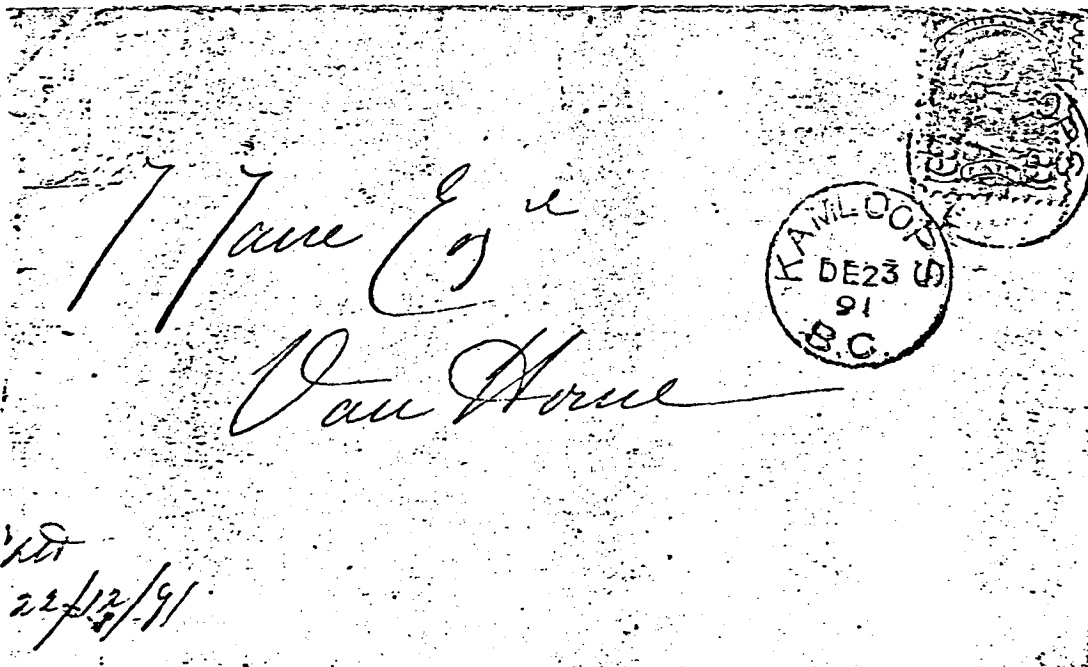
Although quite scarce, cancellations do exist of Savonas Ferry but they are usually of poor quality strikes. Backstamping of incoming mail was seldom done as evidenced by a large correspondence received at the town. Savonas Ferry was spelled without the apostrophe in the broken circle (split ring) hammer that was used here.

## References:

The Post Offices of B.C. 1858-1970 by Geo. H. Melvin

The Last Spike by Pierre Berton

Kamloops. A History of the District up to 1914, by Mary Balf of the Kamloops Museum.

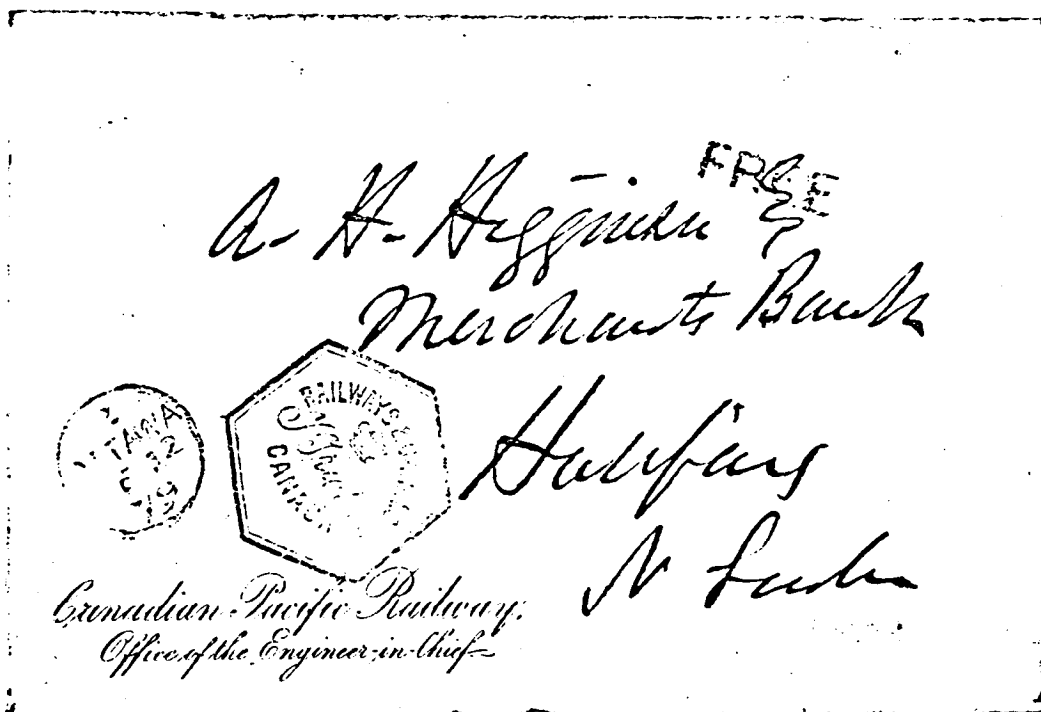


Ludlow Collection

CANADIAN RAILWAY CANCELLATIONS

Department of Railways & Canals

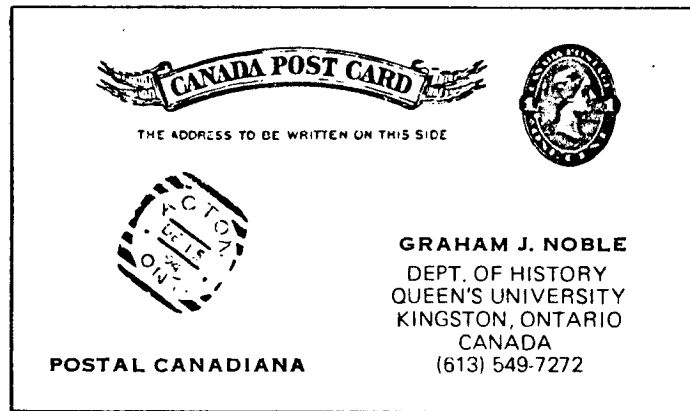
1879



Stampless, posted FREE, from 2, OTTAWA, DE 12, 79, to Halifax, N.S., by departmental frank

RAILWAYS & CANALS / T. Trudeau (script) & Crown / CANADA.

Backstamp receiving mark - HALIFAX, N.S., CANADA - DE 15, 79



23 January 1979

Dear RPO Study Group Member,

Over the past four years I have been working on a comprehensive listing of Railway Depot cancels in preparation for a major overhaul of this section in the forthcoming revised edition of the Shaw/Ludlow catalogue.

Several study group members have been kind enough to supply information on Depot strikes in their collections and offer comments and constructive suggestions on the draft proposal for a revised Depot section published in the RPO newsletter in 1977.

This study is now nearing completion, and I am making a final appeal for assistance. Any additional information from those who have already provided data would be appreciated. From the rest of you, I would be very grateful for details on any Depot strikes you may have - earliest, latest dates, time marks and their periods of use, and especially, information on Depots where more than one hammer was in use.

In a few months I will give a wrap-up of the study in the Newsletter and an airing of the few remaining questions. To this end any information you can provide on the following cancels would be very helpful-

- a) Paris D.P.O. & Paris D.P.O., C.W.
- b) Berlin 'S' duplex
- c) Hamilton 'S' duplex
- d) Railway Station Shediac (NB) &  
Shediac Terminus (NB)
- e) Belleville . Station & Belleville-  
Belleville Station.

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In addition to dates of use on the above I am also after how they have been used (cover, card, backstamp, transit etc.) I would also be pleased to help with any questions on the Depots or assist in identifying strikes and hammers at any time.

In addition to studying the Depots I am also collecting them and am always interested in acquiring new material. If you have anything to offer please let me know. I am also looking for photos, or postcard views of the following Depots -

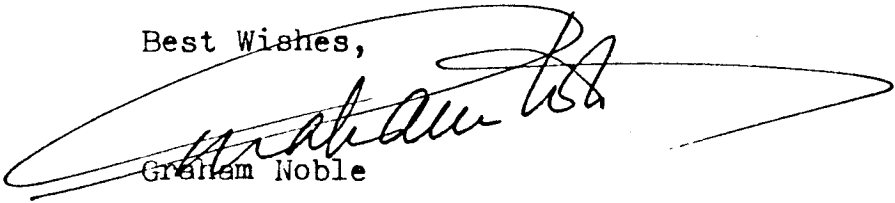
Hamilton CNR	North Sydney, N.S. Terminal
Kitchener CNR	Sherbrooke, P.Q. - CNR, CPR
London GTR	Dunbarton, N.B.
	Woodstock, N.B. (N.B. & C.R.R.)

I do not collect any other RPO's with the exception of O-15, O-15a, O-16 & O-17 and anything to do with the Muskoka Lakes Navigation Company (Muskoka Steamers). I am interested in purchasing anything from the above.

Finally, I have an extensive stock of RPO's comprising some 700 covers and 1500 on stamp which has recently been augmented by the purchase of a fine eight volume collection with an incredible wealth of train numbers and clerks hammers. I would be pleased to send approval selections against general or specific wants. Just let me know what your interests are and I'll see what I can do to help.

Looking forward to hearing from you,

Best Wishes,



Graham Noble

Charter Member, RPO Study Group (BNAPS 3227)  
RPSC, CPS-GB, APS, PHSC

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