

The R. P. O. Newsletter
of the Canadian R. P. O. Study Group Group (ENAPS)

File Copy

Volume VI, No.1

February 1978

1977 Financial Report

| | |
|---|---------------|
| Balance 12/31/76 | \$351.03 |
| Dues paid in 1977 | 24.20 |
| Interest on savings account | 20.30 |
| Donated by Lew Ludlow from handbook sales | <u>147.45</u> |
| | \$542.98 |

| | |
|--------------------------|----------|
| Balance 12/31/77 | \$431.80 |
| \$388.96 Savings Account | |
| 35.70 Cash on hand | |
| 7.14 Postage | |

Expenses -- Three Newsletters \$111.18

Lew has now contributed \$232.91 in 1976 and \$147.45 in 1977 for a total of \$380.36, plus another \$26.10 early this year. Of course, most of our interest also comes from Lew donations. Obviously this is really carrying us, since each issue of the Newsletter is now costing us \$35-40 for copying and postage. If you all continue to keep sending me the sort of material we have in this issue, I should be able to put out five issues in 1978. At that rate we probably should consider dues again in 1979.

A History of Canadian R. P. O. s. by L. F. Gillam

I received a letter from Lionel Gillam asking us to hold up on any Xeroxing of his entire book because he is presently negotiating with both an English and an American publisher to go ahead with a reprint. If this occurs, then our needs will be covered. If his negotiations fall through, he would then reconsider our Xerox proposal. We'll let you know what develops. Incidentally, Lionel bought a copy of the book some time ago at an auction at 13.50 pounds at the request of a friend who died before delivery. If anyone is interested in buying this copy, drop him a line.

Graham Noble's Depot Study

Got copies of letters which Hugh Aitken and Bill Robinson wrote to Graham on his study. Both commented on Paris Station and the Paris DPO. Hugh has at least two postcards dated around 1895 addressed to Mr. G. E. Taylow, Paris Station, Ont. The face of the cards had other RPO markings on them.

Another Article by Fred Belanger

An article by Fred on "Railway Mail Clerk Steel Dating Stamps" is attached and includes some comments from members on his first article. This article covers the use of "Emergency" hammers and is another fine research job which will be very useful to all collectors. Thanks again Fred.

Jim Miller Strikes Again

Somehow Jim continues to come up with a steady stream of new finds but his latest one opens up a whole new field of collecting - bus line mail strikes. I found this such a fascinating story that Jim's whole letter was reproduced and attached. He also covers a new Newfoundland find. Fortunately the stamps and his reconstruction of the entire strike Xeroxed well in each case and are also attached, together with a map

section showing the road from Swan River to the Gap. A map of the railway system he describes, showing how the road cuts traveling between the two points, is on a later sheet with the two Seymour Arm covers. This story also represents an excellent research job. Many thanks for your continuing contributions Jim.

What's Your Count Now?

A couple years ago we reported on the number of runs collectors had and the breakdown among the seven groups. How about sending me these data again so I can update the picture and you can see how you compare with other collectors. I've finally managed to get over the 800 level but I have a feeling that I'm loosing ground to you more active collectors.

Jack Wallace Learns the Hard Way

Got a letter from Jack last month in which he told of a recent experience which has changed his view point on rarity factors. "At a recent (Toronto?) meeting of the group, out of ignorance, I voted to leave the rarity factors as they were, but in the last 2 months, I have gone through 30,226 stamps overprinted O.H.M.S. or G (nos. 01 to 044) and found only 40 copies that showed clear dated R.P.O. s, 261 copies of decipherable R.P.O.s and 14 that were R.P.O.s but the runs were indecipherable at the present to me. All these are B.C. runs and all but 2 or 3 to Vancouver and none reported in my previous tabulation to Joe Purcell. Let's quadruple the rarity factor!" Actually, he did a lot better than I did two years ago when I went through about 60M stamps.

Newfoundland Data For Lew

Attached is a list from Lew of the current known information on the earliest and latest years of the Newfoundland R.P.O.s and T.P.O.s usage. Please read this carefully and get your information back to Lew. There is probably less date information in this section than in most because of the low number of copies reported. Thus even though you may not have many Newfoundland runs, your information may be critical in determining a more accurate time span for usage. Lew will be sending similar lists for the other sections as time permits.

End of Track and Prince Rupert Railway Post Office

Ken Ellison has sent in the attached ^{was being} write-up which covers the R.P.O. stations in use while the Grand Trunk Pacific Railway extended to the Pacific Coast. These are difficult runs to obtain, or even see, and I, for one, learned a lot. Ken also sent in a summary of his study on reorganizing the B.C. Ship Runs but that must wait for our next Newsletter.

How about you writing up some area of R.P.O. usage for the Newsletter?

More on the Sicamons Sub P.O./Seymour Arm, B. C.

Back in the Vol. IV. No. 1 - February 1976 Newsletter, Jim Miller reported on the above post office. This summer he visited Seymour Arm and got a chance to see the sub P.O. in action as a traveling P.O. His letter reporting on this in some detail is attached, along with pictures of the postmarks on cover. Again (to save my good wife much typing) I'll just reproduce his whole letter.

A couple Nice Finds

Joe Purcell sent along a Xerox sheet showing two rare covers. The R165P cover (3 reported copies) show the "This Mail Was Carried By Postal Airplane to Montreal." The second is a full strike of 0-125A Kingston and Pembroke Ry/M.C., two reported copies.

That's all for now.

Jim

RAILWAY MAIL CLERK STEEL DATING STAMPS

Following the article in the last RPO Newsletter, two members of our Study Group sent some comments concerning "J.M. Edwards, Railway Mail Clerk".

First, Doug Birchill sent a photostat copy which shows the name of "J.M. Edwards" attached to the rim of Mont. & North Bay RPO hammer (G-120B). The copy is dated Apr 10/41 (see photostat).

Also, we received a kind letter from Joe Purcell. He is also adding some valuable information, the content is given as received: "I knew Jack Edwards personally from 1931 until he died in Dec 1945. In fact he & I lived in same rooming houses at various times in Ottawa & Montreal.

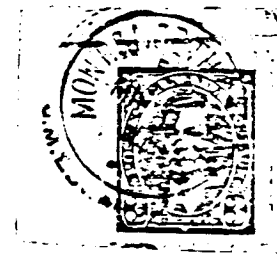
He was an RPO clerk on CPR Trains 7 & 8 between Ottawa & North Bay, later Montreal & North Bay.

He was very strict about using that cancel (Q-120B) he used it once for me in 1937 & used it in such a manner that his name did not show.

A few years ago Ted Birchell found a complete strike on a cover (1943) in both cases the train no. was 503 which ran between Place Viger Station & Ottawa.

I know that Jack sometimes doubled back to Ottawa on that train. He would arrive in Montreal in early AM & if mail clerk for 503 was sick, he would take the run at overtime rates.

On that cover, there must have been no other hammer available."



Section 2

In our second article, we will attempt to understand the use of the "Emergency" hammer. This study will not be too elaborate, but we think it could help to understand the use of this type of RPO.

According to Gillam, the Emergency RPO's have operated when normal RPO services have been suspended because of floods, fire damage, train wrecks etc...

At the light of what we have found in the files, we have the proof that these hammers were not restricted only to the Railway, but were also used in the regular post offices. More than that, we could say that their use was mainly for the regular post offices except for M-46B, Q-65B, W-43F, R-38A.

You will find the information as shown below concerning some of the Emergency RPO's, which information was picked up in the files.

N.B. The number in parenthesis, following the RPO description, indicates the number of copies reported to Joe Purcell for the Survey. Many thanks Joe for to have these figures available.

Newfoundland:

N-87E

St John's District / Emergency No 1

(1)

a) April 9/59

Provided to the Postmaster of Savage Cove, because the equipment was completely destroyed by fire, April 8/59.

b) June 1/60

Used 2 weeks by Mail Clerk, for a special trip of the Coastal Steamer. The " S.S. Baccalieu, usually, was the site of the St. J. & C.H. & C.B.K. T.P.O. (N-86).

c) December 1/60

Used for 3 weeks. The "S.S. Baccalieu " is making a special trip calling at all regular ports of the St. J. & C.H. & C.B.K. route. The " S.S. Northern Ranger " is in route to Corner Brook and performing T.P.O's studies, usually serves that route.

d) December 19/60

Used 3 weeks by the Mail Clerk, on the board at the " S.S. Burgess ". The ship is making a special trip calling at all regular ports on the St. J. & C.H. & C.B.K. route. The " S.S. Northern Ranger " which serves this route is presently enroute to St. John's and performing T.P.O. studies.

e) December 18/61

Used temporary at Grand Lepierre office No. 53672. The original equipment was destroyed by fire on the 13th December 61.

Maritimes:

M-46B

Halifax, N.S. R.P.O. / Emergency

(0)

a) March 6/52

The District Director of Halifax request a date stamp reading " Halifax, N.S. RPO Emergency. This need is due to the fact that on 2 occasions during the past month the trains were delayed due to heavy snow and no date stamp was on hand to furnish RPO leaving next morning.

M-102B

St. John District / Emergency No.

(2)

a) November 2/62

Used temporary at Miscou Harbour, N.B. office No. 67817

Quebec:

Q-65D

Timbre temporaire - / District de Montreal

(57)

a) June 15/59

Two date stamps were used at Contrecoeur, P.Q. one using No. 2 after Temporaire and the other using No. 5.

b) May 2/61

Here also, two date stamps were used at Repentigny, P.Q. one using No. 3 and the other using No. 4 after Temporaire.

Q-65G

Montreal District / Emergency No. 8

(1)

a) November 5/57

The date stamp was sent to North Hatley, P.Q. for a short period.

Ontario:

Q-139A

London District / Emergency No. 1

(10)

a) November 23/42

The letter is mentioning the fact that the date stamp was used at Christmas 41, on the Railway, between Brantford & Tilsonburg and also mentioning that it will be used this year between Palmerston & Dunnam.

Q-218A

Ottawa District / Emergency No.-

(2)

a) December 17/62

The Emergency No. 5 date stamp will be used for the stamping of mail matter at the Millbridge, Ont. Post office.

b) 505/DE 2/42

The Emergency No. 1 is at the bottom. This nice strike is in Dalpe's collection. It is the first strike known to us showing a number greater than 24, above the date and also on an Emergency hamper without RPO in the wording.

Western:

W-91I

Moose Jaw District / Emergency No. 1

(1)

a) May 30/49 (?)

There is the story. A steel date stamp has been recovered following the derailment of Moose Jaw & Shaunavon RPO Train 320 on January 18, 1949. A visitor to the scene of the accident picked up the stamp as a souvenir and this fact became known to the Inspector at Moose Jaw who affected its recovery.

Due to the lost of the regular date stamp, an emergency hamper was in use on this RPO and this until Feb. 2nd 49. Was it W-91I ?

Railroads:

R-38A

Emergency / RPO No.-

(?)

a) March 8/52

There is a request for to furnish 2 Emergency date stamps
- Emergency RPO No. 5 - Emergency RPO No. 6

b) December 9/59

Emergency / RPO No. 5 used on Toronto & Sudbury RPO trains 5-6 during August 31st to September 29th 1959. Because Railway Mail Clerk W.P. Patterson had lost his supply box. The supply box in question was located in the Canadian Pacific Express and turned over to the Transportation Section of the District Office on Sept. 29/59.

c) April 29/71

The Toronto Post Office returned to Ottawa 2 date stamps which were reading Emergency / RPO No. 5, No. 6 plus 6 others date stamps (one was reading Mont. & Tor. G.P.R.Y)

As we can see, these date stamps were used sporadically in the regular post offices and sometimes on the trains. We hope that this brief review could bring some information to the members who hold some of these elusive strikes.

All the information, concerning the use of the date stamps was obtained through the courtesy of the National Postal Museum and assembled by the author.

F. Belanger



JIM MILLER

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Philatelist, Postal
History Specialist, and
Professor of Geography

January 16, 1978

Mr. Jim Lehr
2918 Cheshire Road
Devon
Wilmington, Delaware
USA 19810

Dear Jim:

Thank you for the info you sent to me and the diagram in the last issue of the RPO Newsletter about the Newfoundland Ry/Crabbs cancel. Lew wrote and asked me for more info, and I have forwarded it to him. He feels that it probably is a clerk's cancel, and that he will list it.

A couple of new finds are enclosed for information of the newsletter. The first item is NFLD RY/BISHOP FALLS similar to N-55A, type 1E, 1937. I have completed what I believe to be the full strike, using a P.O. list given in Boggs "Postage Stamps and Postal History of Newfoundland", page 181. There is one problem, however, and that is that the town is usually spelled "Bishop's Falls". Anyways, the spacing fits for Bishop Falls, and the last few letters verify this on the stamp.

The second find maybe something new to transportation postmarks in Canada. A while back, I came across the enclosed postmark with "GOOSE BUS LINES" on it. I set it aside until I could find some more information. The other day I was going through my pile of unidentifieds, when I once again came across the GOOSE BUS LINES cancel. I looked a bit more closely, and figured out that the bottom part of the cancel must be Winnipeg, Man. Well, last night the rest of the story came to unfold. An old friend, who was born in Flin Flon, Man., and who lives there and at The Pas, Man. completed the explanation. Last night was really exciting, as we explored and found out the story. Here goes: In order to travel North to The Pas and Flin Flon by rail, one must travel from Swan River, Man. north to Mafeking, Man., where the RR turns west and travels into Sask. to Hudson Bay Jct. Here you must transfer trains, and you travel north through Sask., eventually getting back into Man. at Westray. This is a long round-about way to get to The Pas. A highway was built back in the 30's going directly north from Mafeking to Westray, and on into The Pas. The only means of travel then was by auto or bus, which became quite popular as the trip was much shorter than by train. The highway distance between Mafeking and Westray is about 100 miles, with several small settlements enroute only. Only one of these settlements had any facilities, namely Overflowing River. Located there was a gas station, small restaurant, a few cabins, a general store, and a few houses. Population was about 30 people. This was a local centre for the entire area, of which apparently trapping was the only economy, and



probably only served a few dozens of trappers on the streams and at the north end of Lake Winnipegosis. This also was a bus stop, providing the only facilities between Mafeking and Westray (remember a distance of 100 miles). Apparently the bus driver would be the only source of mail delivery to this settlement of Overflowing River--it never had a post office. Mr. Pollock tells me that the bus driver used to take mail on the dashboard of the bus, and leave it for various residents and trappers served by the Overflowing River settlement. And likewise, he would take on mail at that point, cancelling it himself. On board the bus he carried a ticket stamp from the main office in Winnipeg. Apparently he cancelled some of the mail himself with this ticket stamp. I guess the mystery here is that this cancel looks more like a post office cancel rather than a ticket agent's stamp. In any event, this was the only source and way for mail to be delivered and sent from Overflowing River, Manitoba.

Mr. Andy Pollock, P.O. Box 907, Kamloops will verify this interesting story.

So, does this open a new avenue of transportation postmarks? Bus cancels? It would be interesting to check with proof books in Ottawa, and see if there was ever issued to Grey Goose Bus Lines a cancelling device. According to Mr. Pollock, a considerable amount of mail was carried by bus, because it was better than shipping by RR because of the distance difference. He recalls mail bags being carried by the bus, as he travelled this route a number of times, and recalls the bus stopping at Overflowing River, and vividly described the grubby restaurant and facilities there, and very definitely recalls the bus driver handling individual pieces of mail. He isn't sure if he recalls the driver cancelling mail.

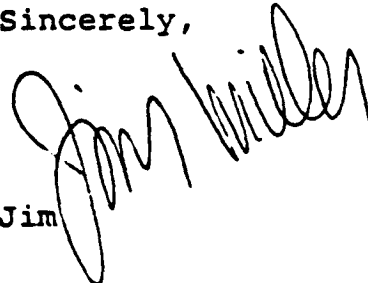
So, maybe this would make a nice piece of news to put into the next RPO newsletter. I would be interested in hearing any replies with additional information which could either substantiate or change this story.

These two cancels are enclosed for your viewing, and I would appreciate return by registered mail. Enclosed is 2.00 in Canadian mint stamps which should cover your cost of registration.

Also, a list of 1951 of RPO routes--of no value to me, but maybe to you? If not, do what you want to do with it, I do not want it back.

I look forward to your reply, and any information you might have on these two new finds enclosed.

Sincerely,


Jim

PS: Enclosed are a couple of maps showing the RR route, and the Hy. route.



N
OC
BISH

NFLD. RY.

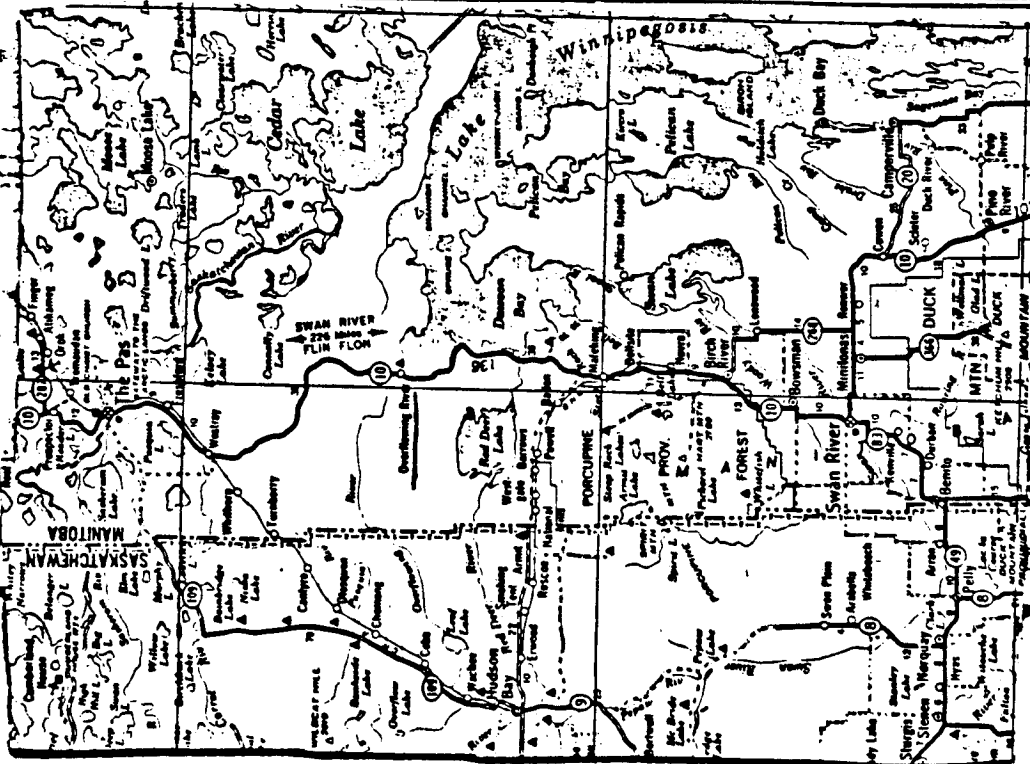
OCT. 27 '37

BISHOP FALLS



"NIP"

"N"



| | | | | | | | |
|-------|-----------------|-------|-----------------|--------|------------------|-------|-----------------|
| N-1 | (1948* - 1949) | N-23A | 1938 - 1948 | N-55AM | ca 1933 | N-81 | (1938* - 1940*) |
| N-2 | (1942* - 1947) | N-24 | 1931 | G | 1937 | N-82 | 1899 - (1899*) |
| N-3 | (1942* - 1947) | N-25 | (1938* - 1949*) | N-55B | (1935) - 1937 | N-83 | 1953 - 1956 |
| | 1943 | N-26 | (1898* - 1911) | N-55C | (1935 - 1943) | N-83A | (1954) - 1956 |
| N-3A | OPK - 1949 | | 1899 | N-55D | (1941) - 1947 | N-83B | OPK - 1956 |
| N-3B | 1949 | N-27 | (1915* - 1919*) | N-55E | 1932 - 1937 | N-83C | 1967 - 1968 |
| N-4 | 1949 - 1950 | N-28 | (1904* - 1917*) | N-55FG | 1937 | N-84 | (1949) - 1953 |
| N-4A | 1961 - 1965 | | 1908 | P | 1935 | N-85 | (1949* - 1952*) |
| | DO - 1969 | N-28A | (1852 - 1855) | N-56 | 1911 - 1916 | N-86 | (1949*) - 1955 |
| N-4B | OPK - 1950 | N-29 | (1917* - 1920*) | N-57 | (1896* - 1905*) | | 1950 |
| N-5 | 1950 - 1956 | N-29A | (1914* - 1919) | | 1898 | N-86A | 1955 |
| N-6 | (1917 - 1931*) | | 1918 | N-58 | (1900* - 1918*) | N-86B | 1950 |
| | 1925 | N-30 | (1929* - 1944*) | | 1906 - 1917 | N-87 | (1949*) - 1950 |
| N-7 | (1919* - 1939) | | 1935 | N-58A | (1907) | N-87A | (1953) - 1955 |
| | 1930 - 1933 | N-31 | 1921 - 1922 | N-58B | (1900* - 1909*) | N-87B | (1964 - 1967) |
| N-7A | (1937) - 1946 | N-32 | (1911* - 1924*) | | 1902 | N-87C | OPK - 1951 |
| N-8 | (1899* - 1918*) | N-33 | (1946*) - 1948 | N-59 | 1899 - (1914*) | N-87D | OPK - 1949 |
| | 1902 - 1907 | N-34 | (1911* - 1922*) | | 1906 | N-87E | (1957) - 1965 |
| N-9 | (1912* - 1947*) | N-35 | (1911*) | N-59A | (1920*) | N-88 | (1939*) - 1944 |
| | 1918 - 1928 | N-35A | (1920*) | N-60 | 1946 - (1949*) | N-88A | (1947*) - 1949 |
| N-10 | 1945 - 1947 | N-36 | (1914*) | N-61 | (1911*) | N-88B | (1964 - 1969) |
| N-10A | 1946 | N-37 | (1891*) - 1910 | N-63 | 1898 - (1903*) | N-89 | (1936* - 1947) |
| N-11 | 1948 - (1949) | | 1897 | | 1902 | | 1937 |
| N-12 | (1936* - 1947*) | N-38 | (1916*) - 1930 | N-64 | (1917* - 1918*) | N-90 | (1946* - 1947*) |
| N-12A | (1943) | | 1918 | N-65 | (1938?) Doubtful | N-91 | 1930 - 1965 |
| N-13 | (1939* - 1944*) | N-38A | 1946 | N-66 | (1947*) | N-92 | 1937 - (1941*) |
| | 1943 | N-39 | 1896 - 1898 | N-67 | (1938*) | N-93 | 1949 - 1961 |
| N-13A | (1962) - 1969 | N-40 | (1898*) - 1936 | N-68 | 1910 - (1929*) | N-93A | (1940*) |
| N-14 | 1891 - (1894) | | 1909 | N-69 | (1898* - 1938*) | N-94 | (1905* - 1907*) |
| N-15 | (1888* - 1915) | N-41 | (1935*) - 1939 | | 1900 - 1918 | N-95 | (1949) - 1955 |
| | 1909 | N-42 | (1942*) - 1949 | N-70 | (1938 - 1949) | | 1951 |
| N-16 | (1904 - 1946*) | | 1946 | | 1946 - 1947 | N-96 | 1905 - 1916 |
| | 1913-1935 | N-43 | 1908 - (1914*) | N-71 | (1943*) | N-97 | (1925*) - 1948 |
| N-17 | (1920 - 1934*) | N-44 | 1949 - (1950*) | N-72 | 1913 - (1923*) | | 1947 |
| | 1933 | N-44A | 1951 - (1958) | N-73 | (1913*) - 1945 | N-98 | 1937 |
| N-18 | (1935* - 1946*) | | 1953 | | 1943 | N-99 | (1948) |
| N-19 | (1921* - 1944*) | N-45 | (1949*) - 1950 | N-73A | (1913* - 1945*) | N-100 | (1947*) |
| | 1931 - 1934 | N-46 | (1924*) | | 1928 | N-101 | (1945*) |
| N-19A | (1904 - 1909*) | N-47 | (1918* - 1930*) | N-74 | 1943 - (1945*) | N-102 | (1943*) - 1945 |
| | 1905 | | 1924 - 1929 | N-74A | (1943* - 1949*) | N-103 | (1944*) - 1948 |
| N-19B | (1888*) - 1913 | N-48 | (1919* - 1920*) | N-74B | 1947 - 1948 | N-104 | (1938* - 1941*) |
| | 1898 | N-49 | (1917* - 1919) | N-75 | (1922* - 1940*) | N-105 | (1904 - 1933*) |
| N-19C | (1920*) - 1931 | N-49A | (1917*) | | 1935 - 1937 | | 1922 - 1932 |
| N-20 | (1949) - 1956 | N-50 | (1913* - 1918*) | N-75A | (1926*) | N-106 | 1919 - (1945*) |
| | 1950 | | 1914 - 1915 | N-76 | (1939 - 1942*) | N-107 | 1946 |
| N-21 | (1923*) - 1928 | N- | | | | | |

END OF TRACK AND PRINCE RUPERT RAILWAY POST OFFICE.

A brief history of the Grand Trunk Pacific Railway sees its start in 1903 when Canada's oldest railway, the Grand Trunk, announced plans to extend its line to the Pacific Coast. In 1905 construction began from Winnipeg and the various sections were opened for traffic as completed. By August 13 of 1909 the first train entered Edmonton with daily service coming the next year. Wolf Creek, near Edson, was reached in 1910 to complete the prairie section.

Railroad building in British Columbia was another matter with parts of the roadbed more rugged than any other in North America. It was in 1909 that final arrangements with the McBride Government in B. C. were made for the terminus at Prince Rupert. Construction started here in that year to meet the line coming from the east. The 100 miles east from Prince Rupert was completed the next year but the Skeena and Bulkley River Canyons, involving rock cuts, tunnels, and bridges, held construction back and it was not until 1913 that the line reached Telkwa. The rails were joined on April 7, 1914 at Fin Moore, 35 miles west of Prince George, which was exactly half way between Prince Rupert and Wolf Creek.

Railway Post Offices were in operation at the end of steel as the lines progressed. Three different designations were used on the Grand Trunk Pacific in Alberta and British Columbia:

- 1) GRAND TRUNK PACIFIC WEST OF WAINWRIGHT
- 2) END OF STEEL GRAND TRUNK PACIFIC WEST BRITISH COLUMBIA
- 3) END OF TRACK AND PRINCE RUPERT

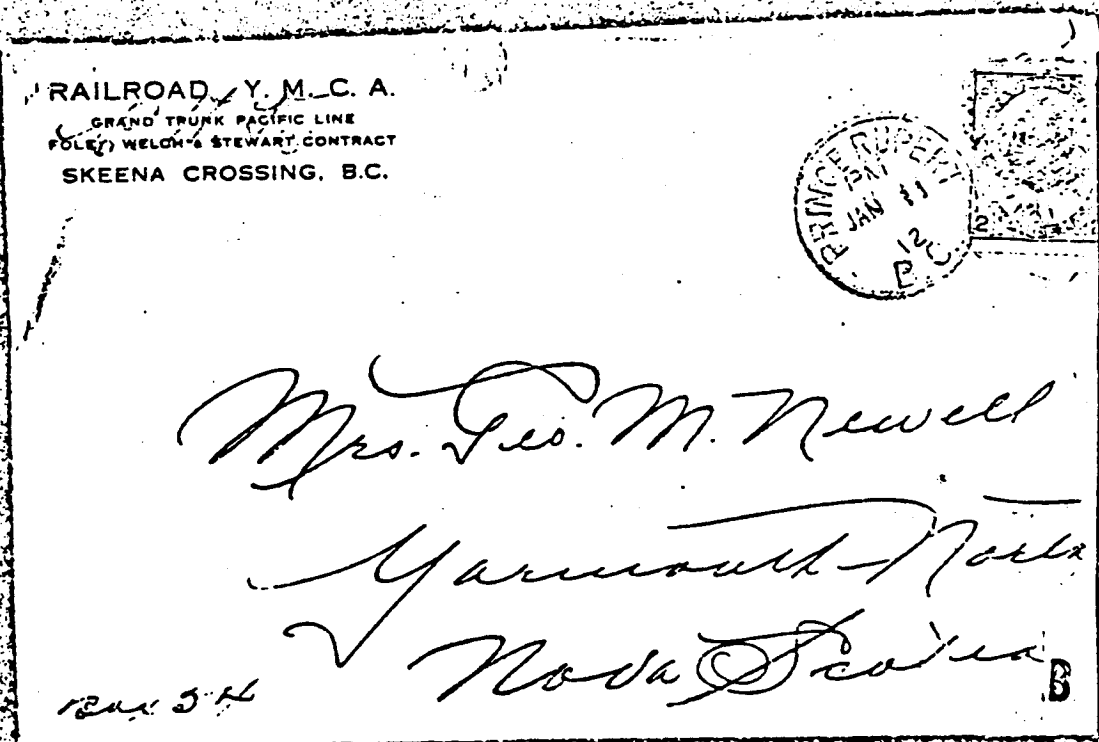
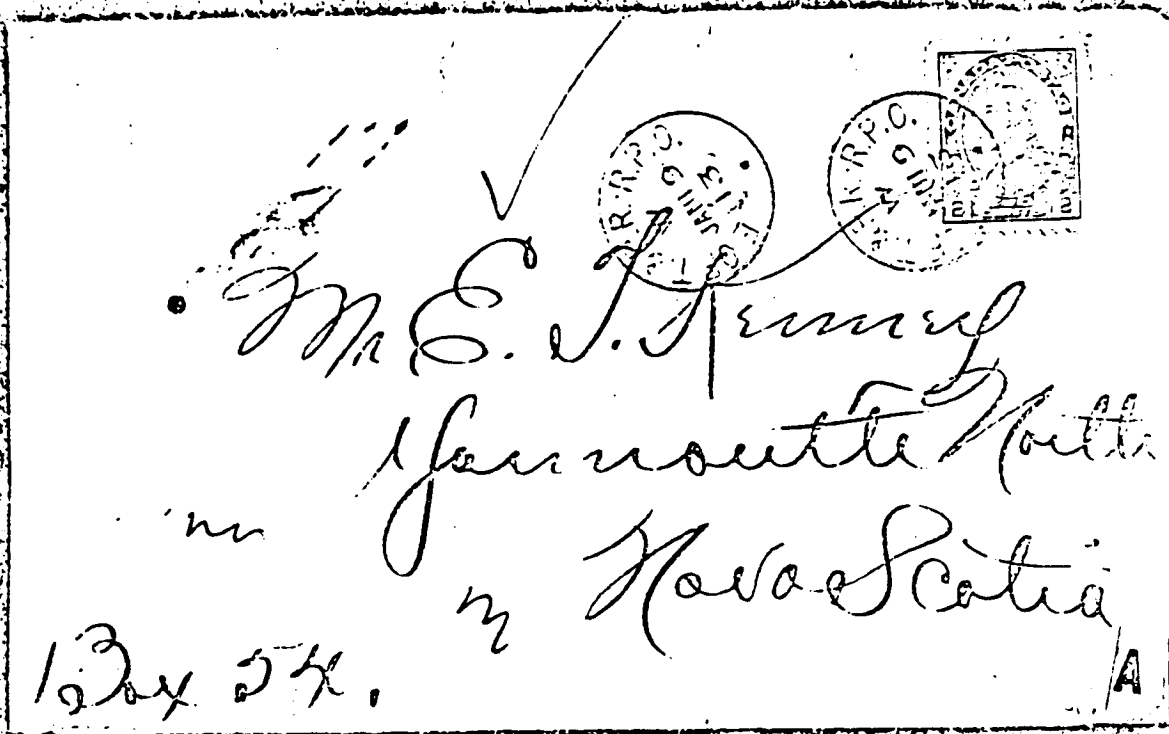
These construction Railway Post Offices were part of the 'End of Steel Villages' and advanced with the railheads. As soon as the line was completed a regular R.P.O. was usually established. In the case of the G.T.P. and B.C. there was the Edmonton and Prince George, and the Prince George and Prince Rupert Railway Post Offices. Service of the R.P.O.'s on this line terminated in June of 1955.

Cover 'A' shows the E. of T. & P.R. R.P.O. postmark of January 19, 1913 which would have been carried westward to Prince Rupert on the finished line, and thence south by steamer.

Cover 'B' shows that the Railroad Y.M.C.A. maintained a social service in conjunction with the contractors. This cover, bearing the inscription from Skeena Crossing (before that P.O. opened on 1-1-14), was likely from one of the crew building the 930 foot bridge over the Skeena River. The letter evidently by-passed the E. of T. & P.R. R.P.O. and was cancelled on arrival in Prince Rupert on January 11, 1912, enroute to Nova Scotia.

References: The Yearbook of B.C., 1914, by R.E. Gosnell. B.C. Gov't.
History of the C.N.R. 1973, by G.R. Stevens. McMillan.
A history of Canadian R.P.O.'s, 1967, by L.F. Gillam.

K. V. Ellison





JIM MILLER

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Philatelist, Postal
History Specialist, and
Professor of Geography

August 8, 1977

Mr. Lew Ludlow
Gamlen Far East
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Minato-Ku
Tokyo 108, Japan

Dear Lew:

Here's some more new information that may be worthy of listing in the RPO column:

First, the Sicamous Sub P.O./Seymour Arm (refer to RPO Newsletter Vol IV, No.1 - Feb. 1976) I feel should become a listed postmark of a travelling post office. I recently spent a week at Seymour Arm, and had opportunity to visit the travelling post office several times and observe its entire operation. First off, as per the article in the RPO Newsletter referred to, the boat mentioned is the M.S. Phoebe Ann--this is in error. The Phoebe Ann is a tourist excursion vessel, and does not contain the post office. The P.O. is on the M.V. Stephanie. It is housed in the cab of a small tugboat that pushes a barge up the Seymour Arm of Shuswap Lake from Sicamous to Seymour Arm town, with a number of stops inbetween where there is no road service. The trip is made 3 times a week, Mon, Wed., and Friday only in summer and 2 trips/week in winter. The boat is 34' x 12' and pushes a barge 62' x 35' carrying freight, cars, etc. The total length of trip is about 70 miles, and usually takes a full day.

Mail is handed to the Captain, he cancels and sorts it while enroute, and it is transferred through the Sicamous postoffice. There are only 3 kinds of cancels available, and I am enclosing a photocopy of each--a large rubber hammer circular, a square rubber hammer, and a registry number rectangular rubber cancel. An interesting thing occurred when I asked for strikes of the various hammers, the square POCAN hammer had not been in use since Jan. 6, 1976, as evidenced by the date on it--you will note that a strike of the POCAN is beside the round cancel, which is dated July 25, 1977, a year and half later! When asked about this, the reply was that they did not know what the square hammer was for, and so never used it. Also registered mail is quite scarce, with at most 2 or 3 pieces per week (note that my registered letter is No. R4).





JIM MILLER

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Kamloops, British Columbia, Canada
V2C 5K6

Philatelist, Postal
History Specialist, and
Professor of Geography

The total volumn of mail sent out from Seymour Arm in the summer is about 30 to 40 pieces per trip, in the winter about 5 pieces per trip as the winter permanent population is only 29 people (last winter). The summer population is several hundred, mostly vacationers.

As for its legitamacy as a TPO, I am convinced it is such--on a boat, where all mail is processed, postmarked, and sorted. It has operated as such since September 24, 1975.

Further, and perhaps of greatest importance is that it may not be in existance too much longer. B.C. Hydro has just built a new road along the west shore of the Seymour Arm of Shuswap Lake, which is open to public traffic ~~only~~ this summer. Both the residents of the town of Seymour Arm, and the P.O. operators feel that soon a rural route service will be established along the road, and the subsidy to the boat operators will cease to exist, so those who wish to obtain copies of this postmark better hurry.

I guess the greatest thrill was to be able to watch it as it must have been in the good old days--the townsfolk all come down to the dock, and the Captain gives everybody their mail, and they give him ~~these~~ outgoing mail--there are no postoffice boxes, everybody knows everybody else.

Enclosed on another photocpy are two possible other new listings: S.S. PRINCESS LOUISE dated Sep 10 1953 in green ink, a large single circular hammer. I recently found this in another dealer's stock, and do not find anything in the catalogue similiar to it. There appears to be nothing at the bottom of the cancel.

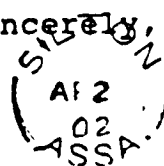
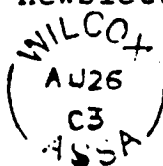
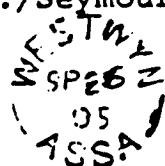
Secondly, a straight line "FROM SEN. & COCH. R.P.O." on cover, although this appears to be philatelically inspired.

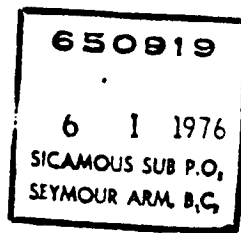
On another photocopy, a possible new clerk hammer, two different strikes on backs of registered covers: TRURO and SYDNEY R.P.O./Edwin Crowe--one is train 5, the other train 6, both dated in 1946. None of the Edwin Crowe types so far listed are in small case letters, and none have "and" instead of "&".

I have not heard from you yet regarding my inquiry about Gambier, B.C. as a TPO like Burrard Inlet, B.C., and the possible spelling error in Q-57. Did you receive that letter, if not, I'll send you the information again.

I look forward to your reply at your convenience. Also a photocopy of this letter is sent to Jim Lehr, perhaps he can use the info about the Sicamous Sub P.O./Seymour Arm for a newsletter item.

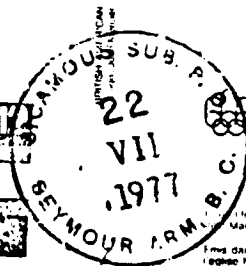
Sincerely, Jim



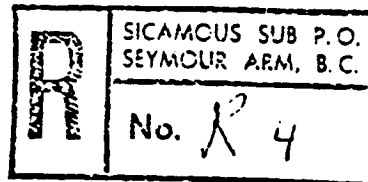


Jim Miller
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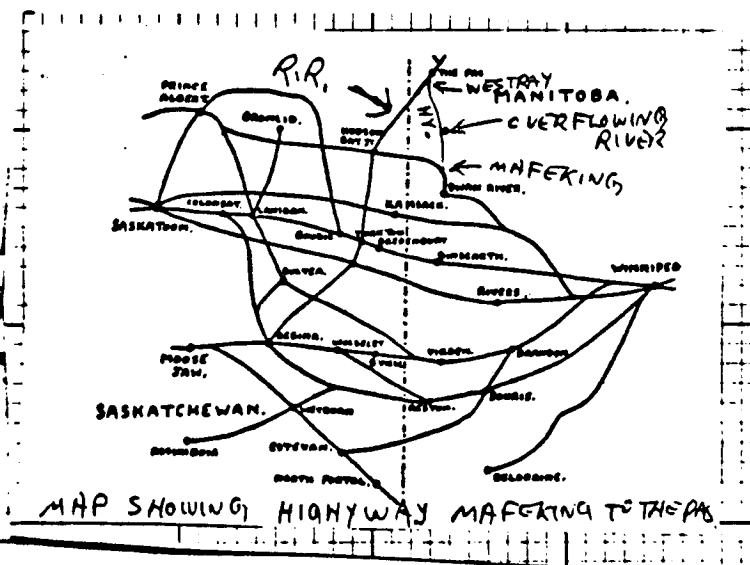


The 1976 Summer Olympic Games in Canada featuring Notre Dame Church, Marie, two distinctive landmarks in the heart of Montreal.
Les Jeux Olympiques d'été de 1976 ont été tenus au Canada, à l'église Notre-Dame et Place Ville-Marie, deux endroits bien connus de la ville de



Mr. Jim Miller
P.O. Box 160
Kamloops, BC

V2C-5K6



from Joe Purcell

R165



C. E. R. CLARABUT ESQ.

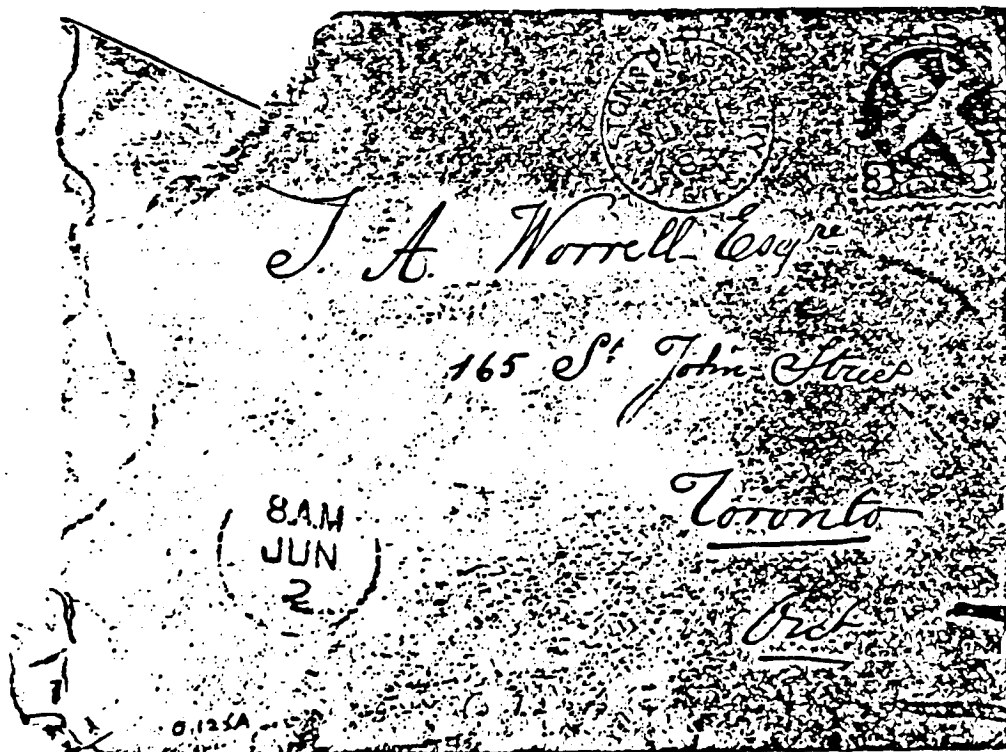
BOULE ROCK HOTEL

METIS BEACH

QUEBEC

CANADA

THIS MAIL WAS CARRIED BY
POSTAL AIRPLANE
TO MONTREAL



O 125A

① KINGSTON &
PEMBROKE / M.C.

JUN 1 / 23

② RECEIVER'S MARK
8 AM / JUN / 2

③ BACKSTAMP
C.D.S.
KINGSTON / CANADA
AM / JUN 1 / 23

④ BACKSTAMP
BROKEN CIRCLE
TORONTO / ONT
NT / JUN 1 / 23